AN

ABSTRACT

OF VARIOUS

PENAL and other STATUTES

RELATING TO THE

REVENUE of CUSTOMS,

FROM

28 EDW. III. to 32 GEO. III. inclusive,

FOR THE USE OF

MERCHANTS, BROKERS, and OFFICERS of the CUSTOMS in *general*, and the MASTERS of *Trading* VESSELS in particular,

DIGESTED UNDER THE FOLLOWING HEADS, *viz.*

Inwards, Outwards, and Coastwise.

INCLUDING PARTICULARLY THE

SMUGGLING ACTS, MANIFEST ACTS, REGISTER ACTS, AND THE CORN ACT;

Together with the LAWS in, and subsequent to, 1786, relating to the BRITISH SOUTHERN, GREENLAND, and NEWFOUNDLAND FISHERIES.

To which are added,

LISTS of GOODS prohibited to be IMPORTED and EXPORTED; as also a LIST of GOODS on Importation DUTY FREE.

WITH

NOTES AND OBSERVATIONS TO THE WHOLE.

By JAMES EARNSHAW,

One of the SOLICITORS for His Majesty's CUSTOMS.

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1799.

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AN

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OF VARIOUS

PENAL and other STATUTES

RELATING TO THE

REVENUE of CUSTOMS,

From 28 EDWARD III. to 32 GEORGE III. inclusive.

OUTWARDS.

	ACTS.
1. BRASS, Copper, Latten, Bell Metal, Pan Metal, Gun Metal, Shruff Metal clean or mixed, (except Tin and Lead, and alſo except Copper and Mundick Metal made of Britiſh Ore) may not be exported, or ſhipt with Intention to be exported, on Forfeiture of double the Value, and £ 10. for every Thouſand Weight.	33 H. VIII. c. 7. 2 & 3 Ed. VI. c. 37. 5 & 6 W. & M. c. 17.
2. Goods may not be laden or put off from any Quay or Wharf into a Veſſel, Lighter or Boat, in order to be exported, but at the lawful Hours, viz. from the 1ſt of March to the 30th of September between Sun-riſing and Sun-ſetting, and from the 30th of September to the 1ſt of March between Seven in the Morning and Four in the Afternoon; and at the lawful	1 Eliz. c. 11. 13 & 14 Car. II. c. 11. 14 Geo. III. c. 56.

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Places, Quays or Wharfs, unleſs by *ſpecial Sufferance*, and Leave from the Officers of the Cuſtoms, on Forfeiture of ſuch Goods or the Value, and £ 100. by the Maſter or Perſon taking Charge of the Veſſel.

Goods in the Port of *London* may be laden from the lawful Quays between Sun-riſing and Sun-ſetting, from the 10th of September to the 10th of March, and between Six in the Morning and Six in the Evening, from the 10th of March to the 10th of September, giving Notice to the proper Officers. — 13th Rule annexed to the Book of Rates. 12 Car. II. c. 4. 27 Geo. III. c. 13.

See Note 9. in the General Notes and Obſervations after the Introduction, as to *Special Sufferances*.

3. The Maſter of any Ship ſhall not take on Board any Goods to be carried to Parts beyond the Seas, before he ſhall have ſignified to the Cuſtomer of the Port where he ladeth, and other Officers there, that he intendeth to lade, and to what Place he intendeth to paſs; nor ſhall he after his full Lading depart out of the Port, before he ſhall ſignify to the Cuſtomer and Officers aforeſaid his Lading, and what Merchants have Lading with him; and further truly anſwer *ſuch Queſtions as ſhall be miniſtered*, on Oath or otherwiſe, by the Officers, concerning the ſame, in the open Cuſtom-Houſe or otherwiſe, on Pain to forfeit for every Default not truly anſwering, £ 100. — 1 Eliz. c. 11.

Note, The *Queſtions* it ſhould ſeem muſt be *lawful*, and not tend to make any Man criminate himſelf by drawing Confeſſions from him, as no Perſon can be required to give Evidence againſt himſelf, by which he may become liable to Penalties.

4. Tallow or Raw Hides, except Calve Skins, ſhipt with Intent to be tranſported,

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are forfeited, with treble the Value, by the Owner. And the Maſter and Mariners knowing ſuch Offence, to forfeit all their Goods and Chattels, and have Impriſonment One Year without Bail; and the Owners of the Ships knowing ſuch Offence, to forfeit the Ships, with their Apparel and Furniture.

18 Eliz. c. 9.
12 Car. II. c. 4.
9 Ann. c. 6.
3 Geo. I. c. 7.
27 Geo. III. c. 13.

Note, See No. 9. as to Raw Hides of Ox, Steer, Cow, Bull or Calf.

With reſpect to the Article of *Tallow*, it may be doubted by ſome whether the prohibitory Law is in Force from the following Circumſtances, viz.

The prohibitory Law is 18 Eliz. *Subſequent* to that Law (namely in the Book of Rates 12 Car. II.) Tallow is CHARGED WITH DUTY ON EXPORTATION; from which it might be inferred, that the Article could be legally exported on Payment of Duty.

The 12 Car. II. does nothing but *merely charge* the Article with Duty.

The Queſtion therefore which may be made is, Whether the *mere Impoſition of Duty*, on an Article which ſtood PROHIBITED BEFORE THAT DUTY WAS IMPOSED, will amount to a REPEAL of the prohibitory Law.

To obtain a full and ſatisfactory Deciſion on this Queſtion, many of the old Laws have been looked into, and ſome early Writers (though indeed there are but few on Revenue) have been conſulted.

In Forſter's Digeſt of the Laws relating to Cuſtoms, Trade and Navigation, publiſhed near Seventy Years ago, under the Article of Brandy, pages 213 and 214, are the following Words, (taken verbatim) viz.

" By 18 Car. II. c. 5. ſ. 6. Brandy and " ſtrong Waters imported are to pay

" 20*s.* a Ton for the Coinage Duty, " and has an Impoſt of 2 *s.* a Gallon on " Single, and 4*s.* a Gallon on Double " Brandy, by 4 & 5 W. & M. and " 'tis made ſubject to the Exciſe " Collection. It will be proper to " obſerve, that all Brandy was pro- " hibited to be imported by the Act " of W. & M. c. 34. ſ. 8. which " prohibited a Trade with France; " but yet the *Duty*, I juſt before men- " tioned, was laid upon it. This THE " PARLIAMENT took Notice of, and " DECLARED THE DUTY COULD NOT " BE COLLECTED, BECAUSE OF THE " PROHIBITION BEING STILL SUB- " SISTING; and therefore *they re-* " *pealed that Clauſe.*"

By 18 Car. II. c. 2. and 20 Car. II. c. 7. the Importation of Bacon was prohibited, and declared to be a public and common Nuiſance.

By 4 & 5 W. & M. c. 5. Bacon was charged with a *Duty on Importation*; but the prohibitory Laws were not repealed.

By 5 W. & M. c. 2. ſ. 4. there is the following Recital, viz. " And whereas " there was further granted to Their " Majeſties, by the ſaid firſt recited " Act (4 & 5 W. & M. c. 5.) 4*d.* " for every Pound Weight of Bacon " imported, *which could not be anſwered* " *to Their Majeſties*, BECAUSE THE IM- " PORTATION OF BACON IS PROHIBI- " TED by one Act of Parliament in " 18 Car. II. and by one other Act " of Parliament in 20 Car. II.

This Section of 5 W. & M. c. 2. therefore enacted, that the ſaid Duty of 4*d.* for every Pound of Bacon imported, ſhould be paid, *any Thing in*

the

the ſaid Acts of 18 *and* 20 *Car. II. or any other Law to the contrary notwithſtanding.*

It is evident from theſe Authorities, that the *mere Impoſition of Duty* on an Article prohibited will not *repeal* the prohibitory Law: And therefore Tallow is here inſerted as being prohibited to be exported.

5. But if any Owner, Maſter or Mariner, ſhall give Information, on Oath, before the Head Officer of the Port where he arrives (within Three Months after his Knowledge of the Exportation of the Tallow and Hides, or after his Return to this Realm) of the Quantity of Tallow and Number of Hides tranſported, and by whom, where, and in what Veſſel conveyed; and ſhall be afterwards ready, on reaſonable Warning by Proceſs, to juſtify and prove the ſame, then ſuch Owner, Maſter or Mariner, ſhall not forfeit the Veſſel, nor incur the Penalties aforeſaid. — 18 Eliz. c. 9.

6. Britiſh Horns, unwrought, may not be exported or ſold to Strangers, on Forfeiture of double the Value. — 4 Edw. IV. c. 8. 1 Jac. I. c. 24.

7. All Goods whatever. liable to the Payment of Duties, unſhipped with Intention to be laid on Land, the Duties not being firſt paid or ſecured, and all prohibited Goods, unſhipped to be laid on Land, are forfeited; and the Veſſels, Boats, &c. *made uſe of* in the Landing, Removal, Carriage or Conveyance of ſuch Goods, are alſo forfeited, with treble the Value of the Goods, by the Perſons aſſiſting or otherwiſe concerned in the Unſhipping, or to whoſe Hands the ſame ſhall knowingly come after the Unſhipping thereof. — 7 Jac. I, c. 14. 12 Car. II. c. 4. 8 Ann. c. 7. 27 Geo. III. c. 13.

Note, See Liſt of Prohibitions Vol. I. for Goods prohibited.

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It has been decided in the Court of Exchequer, that a Veſſel, &c. will be forfeited by theſe Laws for having Goods on board, though ſuch Veſſel never was *navigated or moved* with the Goods on board; if the Goods are once received or put on board, that is deemed the MAKING USE of her *in the Removal*, &c. and the Forfeiture is incurred accordingly.

8. If any Goods of any Merchant, being born Denizen, ſhall be taken by Enemies or Pirates upon the Sea, or periſhed in any Ship that ſhall happen to be taken or periſhed, for which the Duty ſhall have been duly paid, and that proved before a Baron of the Exchequer, &c. by the Examination of the ſame Merchants, if alive, or their Executors or Adminiſtrators if dead, or Two credible Witneſſes at leaſt, ſworn, or other reaſonable Witneſſes and Proof ſworn, then the ſame Merchants, &c. may newly ſhip, in the ſame Port where the Goods were cuſtomed, ſo much other Goods as the Goods loſt ſhall amount unto in Cuſtom, without paying any Thing for the ſame, ſo as the ſame Proof be recorded and allowed of in the Court of Exchequer, and certified unto the Collectors of the Cuſtoms of the Port where the ſame Wares or Merchandize are to be newly ſhipped. — 12 Car. II. c. 4.

9. Raw Hides of Ox, Steer, Cow, Bull or Calf, (except Calve Skins undreſſed) may not be exported, under Penalty of £ 500. except for Ship's Uſe, not exceeding Six Hides, and the Exportation declared to be a common Nuiſance. — 12 Car. II. c. 4. 13 & 14 Car. II. c. 7. 9 Ann. c. 6. 3 Geo. I. c. 7. 27 Geo. III. c. 13.

10. Officers of the Cuſtoms are authorized to go on board any Ship Outward bound, and bring on Shore all Goods prohibited or uncuſtomed; and if any

Maſter,

Maſter, or other, taking Charge of any Ship, or any other Perſon, ſhall ſuffer any Bale or other Package to be opened on board the Ship, and the Goods therein to be embezzled, carried away, or put into any other Form or Package after the Ship comes into her Port of Diſcharge, ſuch Maſter, &c. ſhall forfeit £ 100. — 13 & 14 Car. II. c. 11.

Note, See Liſt of Prohibitions for Goods prohibited.

11. The Maſter or Perſon taking Charge of any Ship ſhall not ſuffer to be laden on board any Britiſh Goods for Exportation, until he ſhall have entered the Ship in the Book of the Cuſtoms, or Collector and Comptroller Outwards, with the Name of the Maſter, the Burthen of the Ship, the Number of Guns and Ammunition ſhe carries, and to what Place ſhe intends to paſs; and before his Departure ſhall deliver to ſuch Officer a Content in Writing of the Names of every Merchant who ſhall have laden any Goods on board, together with the Marks and Numbers of ſaid Goods, and ſhall anſwer upon Oath, to the beſt of his Knowledge, *ſuch Queſtions as ſhall be demanded* by the ſaid Officers *concerning ſuch Goods*, on Penalty of £ 100. — 13 & 14 Car. II. c. 11.

Note, See the Note to No. 3, as to Queſtions being lawful.

12. If any Goods ſhall be taken in from the Shore into any Bark, Hoy, &c. or Boat, to be carried on board any Ship outward-bound, without a Warrant and One Officer or more of the Cuſtoms, ſuch Bark, &c. ſhall be forfeited. — 13 & 14 Car. II. c. 11.

13. Goods liable to Duties ſhipped ſecretly before Payment thereof, and eſcaping the Officer's Diſcovery, and exported, the Owner to forfeit double the Value thereof, according to the Book of Rates, except as — 13 & 14 Car. II. c. 11.

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to Coals, for which double the Duty ſhall be paid.

14. If any Goods ſhipped out by Certificate ſhall be landed again in the ſame or any other Port of Great Britain, Wales, or Town of Berwick, (unleſs in Caſe of Diſtreſs to ſave the Goods from periſhing, which ſhall be preſently made known to the Perſons appointed to manage the Cuſtoms, and principal Officers of the Port) no Allowance ſhall be demanded for thoſe Goods, and the Goods or the Value ſhall be forfeited. — 13 & 14 Car. II. c. 11.

15. No Ship or Boat, appointed and employed ordinarily for the Carriage of Letters and Packets, ſhall, unleſs licenſed by the Commiſſioners of the Cuſtoms, export any Goods, on Forfeiture of £. 100 by the Maſter, with Loſs of Place, and all Goods *found on board* ſuch Ship or Boat are forfeited. — 13 & 14 Car. II. c. 11.

Note, If the Maſter is not privy, and can prove that the Goods being on board did not happen from any wilful Neglect or Want of reaſonable Care in the Diſcharge of his Duty, it ſhould ſeem that the Penalty cannot be recovered.

16. Molten Silver may not be exported unleſs ſtamped at Goldſmiths Hall, and a Certificate ſhewn to ſome one of the Commiſſioners of the Cuſtoms, under the Hand of the Warden, that Oath has been made by the Owner and One credible Witneſs that it is lawful Silver, and no Part (before molten) was the current Coin of this Realm, nor Clippings thereof, nor Plate wrought within this Kingdom; if ſhipped without being ſtamped, and without ſuch Certificate, forfeited. — 6 & 7 W. III. c. 17.

17. Molten Silver, or Bullion in Bars, or any other Form whatſoever, may not be

ſhipped

ſhipped, unleſs a Certificate be firſt had and obtained from the Court of the Lord Mayor and Aldermen of London, of Oath having been made before the ſaid Court by the Owners and Two or more credible Witneſſes, that the ſame and every Part thereof was and is Foreign Bullion, and that no Part thereof, before molten, was the Coin of this Realm, or Clippings thereof, nor Plate wrought in this Kingdom; which Certificate ſhall contain the Owners Names and the Witneſſes, with the Weight of the Silver or Bullion, and ſhall be ſhewn to the Commiſſioners of the Cuſtoms, or Four of them, before any Cocket be granted for the Exportation; and an Entry ſhall be duly made by the ſaid Commiſſioners in a Book to be kept for that Purpoſe. If ſhipped without Oath, Certificate and Entry, firſt made and obtained as aforeſaid, the ſame is forfeited, and the Owner ſhall forfeit double the Value; and the Maſter of the Ship, if the ſame belong to a Subject, knowingly permitting the Shipping thereof, forfeits £. 200. If it be a Man of War, the Captain loſes his Employment, and is rendered incapable of any Office, Civil or Military. 7 & 8 W. III. c. 19.

Note, That Foreign *Coin* may, on Entry, be exported without Cuſtom or Fee, by 15 Car. II. c. 7. and is not conſidered within theſe Regulations as *Bullion*: Alſo, that by the 9th and 10th W. III. c. 28. ſ. 1. Silver Watches, Sword Hilts, wrought Plate, and other Silver Manufactures, made within this Kingdom, being of the Fineneſs of Eleven Ounces Ten Penny-weights to every lb. Troy, ſo many may be exported yearly as ſhall be allowed by the Commiſſioners of the Cuſtoms, or any Three of them; but, by the ſame Act,

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ſ. 2. Watches may not be exported without the *Movements*. See No. 19.

18. Frames or Engines for the Making and Knitting of Worſted and Silk Stockings, Waiſtcoats, Gloves and other Wearing Neceſſaries, may not be exported. And if any Perſon ſhall ſhip ſuch Frames, or any Part thereof, in order to be exported, the Frames and Part thereof ſhall be forfeited, and alſo £40. for ſuch Frame or Part thereof. — 7 & 8 W. III. c. 20.

19. No Perſon ſhall export any outward or inward Box, Caſe or Dial-plate of Gold, Silver, Braſs, or other Metal for Clock or Watch, without the Movements in or with ſuch Box, &c. made up fit for Uſe, with the Clock or Watch-Maker's Name engraved thereon; nor ſhall any Perſon make up any Clock or Watch without engraving his Name and Place of Abode, or Freedom, thereon, on Forfeiture thereof, and £20. for every Offence. — 9 & 10 W. III. c. 28.

20. The Maſters and Owners of Ships from Thirty to Fifty Tons are obliged to take from the Churchwardens, &c. of Pariſhes, on which Boys or their Parents become chargeable or beg for Alms, One Apprentice, for the Sea Service, and One more for the next Fifty Tons, and One more for each and every One Hundred Tons exceeding One Hundred Tons, on Penalty, for Refuſal, of £10. but are not obliged to take any Apprentice under the Age of Thirteen Years: And an Account, in Writing, is to be given to the Collector, under the Maſter or Owner's Hand, before the Veſſel clears out of Port, containing the Names and Numbers of ſuch Apprentices as are remaining in his Service. — 2 & 3 Ann. c. 6. 4 Ann. c. 19.

21. Foreign Goods entered Outwards by Certificate, in order to obtain the Drawback, not ſhipped and exported, or re-

landed

landed in Great Britain, (unleſs in Caſe of Diſtreſs to ſave them from periſhing, which muſt be forthwith ſignified to the Officers of the Cuſtoms) are to loſe the Benefit of the Drawback, and are forfeited, or their Value, with the Veſſel and Boats, Horſes, Carriages, &c. employed in the Relanding thereof; and the Perſons concerned in the Unſhipping or Relanding, or to whoſe Hands the Goods ſhall knowingly come, or by whoſe Privity, Knowledge or Direction they are relanded, are to forfeit double the Amount of the Drawback. The Maſters or other Perſons belonging to any Ship aſſiſting in or conniving at the fraudulent Relanding of ſuch Goods, beſides other Penalties, are to ſuffer Six Months Impriſonment. 13 & 14 Car. II. c. 11. 8 Ann. c. 13.

22. Good Security ſhall be given to the Officers of the Cuſtoms, in any Ports where Coals ſhall be ſhipped for Exportation to Ireland, the Iſle of Man, or any of the Britiſh Plantations, for landing ſuch Coals in Ireland, the Iſle of Man, or ſuch Plantations reſpectively, and not elſewhere (Dangers of the Seas and Enemies excepted); and in caſe Coals are ſhipped for Exportation to Ireland, the Iſle of Man or the Britiſh Plantations, and the Veſſel goes out of Port without Security for due Exportation, &c. being given, the Coals, or the Value thereof, with the Veſſel, ſhall be forfeited. 9 Ann. c. 6.

23. Any Ship Maſter, whoſe Ship is laden with Coals only, and has entered into Bond to deliver the Coals Coaſtwiſe, may, on producing his Coaſt Cocket, and making Oath of the true Quantity of Coals on board his Ship, (ſuch Quantity not being leſs than is expreſſed in the Cocket) before the proper Officers of the Cuſtoms, pay the Overſea Duties for ſuch Coals, and ſhall, on 9 Ann. c. 28. 1 Geo. I. c. 26.

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ſuch Payment, receive a Certificate, ſigned and ſealed by the Cuſtomer and Comptroller, for ſuch Duty ſo paid; which Certificate ſhall cancel the Coaſt Bond, the ſame as if the Coals had been landed in Great Britain.

24. If any Britiſh Sail-Cloth, for which Bounty is given on Exportation, ſhall be relanded, the ſame ſhall be forfeited; and every Perſon in bringing back or relanding the ſame ſhall forfeit 2*s.* per Ell.

Note, A temporary Law, to continue 'till the 29th of September, 1795, and from thence to the End of the then next Seſſions of Parliament.

12 Ann. c. 16.
5 Geo. I. c. 25.
10 Geo. I. c. 17.
8 Geo. II. c. 18.
15 & 16 Geo. II. c. 35.
20 Geo. II. c. 45.
27 Geo. II. c. 18.
33 Geo. II. c. 17.
8 Geo. III. c. 23.
14 Geo. III. c. 80.
22 Geo. III. c. 13.
29 Geo. III. c. 55.

25. Upon Application by or on Behalf of the Commander of any Ship ſtranded, or being in Danger of ſtranding, Sheriffs or their Deputies, Juſtices of the Peace, all Mayors, Bailiffs, or other Head Officers of the Corporations and Port Towns, Conſtables, Headboroughs, Tithing-Men, Officers of the Cuſtoms or Exciſe, Coroners and Commiſſioners of the Land-Tax, are required to command the Conſtables of the ſeveral Ports neareſt the Place, and ſummon Perſons to aſſiſt in preſerving ſuch Ships and Cargo.

And the Officers of the Cuſtoms and Conſtables may command Ships riding at Anchor near the Place, to aſſiſt by their Boats, and as many Hands as they can conveniently ſpare. Commanders of ſuch Ships, refuſing or neglecting Aſſiſtance, to forfeit £ 100. to the Commander of the Ship in Diſtreſs.

12 Ann. ſeſſ. 2. c. 18.
4 Geo. I. c. 12.
26 Geo. II. c. 19.

26. Perſons acting in the Preſervation of ſuch Ships to be rewarded within Thirty Days; on Default, the Ship and Cargo may be detained by the Officers of the Cuſtoms: And in Caſe of Diſpute about the Quantum of Service, Three Juſtices of the Peace may adjuſt the ſame.

12 Ann. ſeſſ. 2. c. 18.
4 Geo. I. c. 12.
26 Geo. II. c. 29.

27. Perſons

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27. Perſons not empowered, entering or endeavouring to enter Ships in Diſtreſs, or moleſting the Preſervation thereof, or defacing the Marks of Goods ſaved before an Account thereof be taken, are to make double Satisfaction within Twenty Days, or, elſe be put to Hard Labour Twelve Months; and Perſons entering ſuch Ships without Leave may be repelled by Force.

12 Ann. ſeſſ. 2. c. 18.
4 Geo. I. c. 12.
26 Geo. II. c. 19.

28. If any Perſon ſhall make, or be aſſiſting in making, any Hole in the Bottom, Side, or other Part of a Ship ſo in Diſtreſs, or ſhall ſteal any Pump belonging to ſuch Ship, or ſhall wilfully do any Thing tending to the immediate Loſs and Deſtruction of ſuch Ship, ſuch Perſon ſhall be deemed guilty of Felony, without Benefit of Clergy.

12 Ann. ſeſſ. 2. c. 18.
4 Geo. I. c. 12.
26 Geo. II. c. 19.

29. Goods prohibited to be worn in this Kingdom, and Foreign Goods ſhipped for Exportation, if unſhipped or put on Shore, unleſs in Caſe of Diſtreſs, or the Preſence of an Officer of the Cuſtoms, are forfeited; and the Maſter, or Perſon taking Charge of the Veſſel, permitting the ſame, ſhall forfeit the Value thereof. And if the Package of ſuch Goods ſhall, with the Privity or Conſent of the Maſter, &c. taking Care of ſuch Ship, be opened on board any Ship, or put into other Form or Package, during the Time the ſaid Ship remains in Port, without Leave of One or more of the Principal Officers of the Port, the ſaid Maſter, &c. taking Care of ſuch Ship or Veſſel, ſhall forfeit £ 100.; and if the ſaid Maſter, &c. taking Care of ſuch Ship, ſhall permit or ſuffer any of the ſaid Goods to be unſhipped or landed, or the Package of any ſuch Goods to be opened, or put into any other Form, without Leave as aforeſaid, then ſuch Maſter, &c. ſhall alſo ſuffer Six Months Impriſonment.

5 Geo. I. c. 11.
9 Geo. I. c. 8.
2 Geo. II. c. 28.
8 Geo. II. c. 21.
15 & 16 Geo. II. c. 33.
20 Geo. II. c. 47.
27 Geo. II. c. 18.
33 Geo. II. c. 16.
7 Geo. III. c. 35.
14 Geo. III. c. 86.
21 Geo. III. c. 29.
28 Geo. III. c. 23.

Note,

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Note, A temporary Law, to continue 'till the 29th of September, 1795, and from thence to the End of the next Seſſion of Parliament.

See Liſt of Prohibitions Inwards, Table II. for Goods prohibited to be worn or uſed.

30. If Prohibited or Cuſtomable Goods ſhall be found by any Officer of the Cuſtoms in the Cuſtody of any Perſon or Perſons, being in a Bark, Hoy, Lighter, Barge, Boat or Wherry, on the Water, or coming directly from the Water-Side, without the Preſence of an Officer, it ſhall be lawful for ſuch Officer to ſtop and put the ſaid Goods in His Majeſty's Warehouſe, in the Port next to the Place where ſuch Stop ſhall be made, there to remain until the Claimer or Claimers thereof ſhall make Proof, by Oath or otherwiſe, to the Satisfaction of the Commiſſioners of the Cuſtoms, if ſuch Stop ſhall be made within the Ports of London or Edinburgh reſpectively, that the Duties of the Cuſtomable Goods have been paid or ſecured to be paid, or that the ſame had been brought in a lawful Way of Trade; and he, ſhe or they, ſo claiming the ſaid Goods, do verily believe the Duties thereof to have been paid, or ſecured to be paid, or that the ſaid Goods had been compounded for, or condemned in His Majeſty's Court of Exchequer at Weſtminſter or Edinburgh, or been otherwiſe delivered by Writ of that Court reſpectively; and that the Prohibited Goods had been compounded for or condemned, or otherwiſe delivered; in which Caſe ſuch Goods ſhall and may be delivered without Delay or Charge. And if ſuch Goods ſhall be ſtopped in any other of the Ports within this Kingdom, the Claimer or Claimers thereof may make the like Proof to

6 Geo. I. c. 21.

the

the like Purpoſe, and deliver the ſame to the Collector, or, in his Abſence, to one of the other Principal Officers of the Cuſtoms in the Port where ſuch Stop ſhall be made; which Proof ſhall, without Loſs of Time, be tranſmitted to the ſaid Commiſſioners reſpectively, for their Directions touching the immediate Delivery of ſuch Goods, without Charge, to the Claimer, or for the ſeizing and proſecuting of the ſame, as the ſaid Commiſſioners ſhall ſee Cauſe.

Note, See Liſt of Prohibitions Inwards as to Prohibited Goods.

31. Provided ſuch Proof be made within Ten Days after the Goods ſhall have been ſo ſtopped; in Failure whereof, the ſame may be ſeized and proſecuted in ſuch Manner as by the ſeveral and reſpective Laws now in Force againſt the Importation of Prohibited or Uncuſtomed Goods is provided. 6 Geo. I. c. 21.

32. In all Caſes where the Claimer of ſuch Goods, ſo ſtopped, ſhall make Proof, either by Oath before any Juſtice of the Peace, or other Perſon empowered to adminiſter the ſame, to the Satisfaction of the Commiſſioners of the Cuſtoms reſpectively, or Officers of the Cuſtoms, ſo as to induce the Delivery of the Goods ſo ſtopped; and if the Owner or Claimer of ſuch Goods ſhall receive any Damage by Means of ſuch Stop, then, and in ſuch Caſe, the Owner or Claimer of the ſaid Goods may receive ſuch Goods, by virtue of ſuch Order, without any Charge or Delay; and it ſhall be lawful to and for ſuch Owner or Claimer to bring his Action againſt the Officer who ſhall ſtop his Goods, for ſuch reaſonable Damage as he may have ſuſtained by Means of the ſaid Goods being ſo ſtopped. 6 Geo. I. c. 21.

33. If

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33. If any Owner of, or Captain, Maſter, Mariner, or other Officers belonging to any Ship, ſhall wilfully caſt away, burn, or otherwiſe deſtroy, ſuch Ship, or in any Manner or wiſe, direct or procure the ſame to be done, to the Prejudice of any Perſon that ſhall underwrite any Policy or Policies of Inſurance thereon, or of any Merchant that ſhall load Goods thereon, or of any Owner of ſuch Ship, he ſhall ſuffer Death. — 4 Geo. I. c. 12. 11 Geo. I. c. 29.

Note, It being doubted whether this extended to Scotland, 29 Geo. III. c. 46. provided a ſimilar Puniſhment for ſuch Offences in Scotland.

34. For the Support and Maintenance of Greenwich Hoſpital, 6*d.* per Month muſt be deducted out of the Wages of every Seaman ſerving on board His Majeſty's Ships, or any Ships belonging to the Subjects of Great Britain, Ireland, Guernſey, Jerſey, Alderney, Sark or Man, and the Britiſh Plantations in America; and every Perſon employed in Boats on the Coaſts of the aforeſaid Places, in taking Fiſh which are brought freſh on Shore, and in Boats which trade from Place to Place, or in open Boats on the Coaſt, except Hoys, Smacks or other Veſſels belonging to London, and employed within the North Foreland in bringing Corn, Fiſh or Proviſions to London. — 7 & 8 W. III. c. 21. 8 & 9 W. III. c. 23. 2 Ann. c. 6. 10 Ann. c. 17. 2 Geo. II. c. 7.

35. Maſter, &c. having Command of every Veſſel, neglecting or refuſing to pay ſuch Duty, to forfeit £ 20; and every Cuſtomer, Collector, &c. who ſhall clear any Veſſel, or grant any Warrant, Cocket, Tranſire, Return or Diſcharge, or ſuffer ſuch Veſſel to go out of Port, till Certificate be produced of Payment of the Duty, and that ſuch Maſter, &c. is not more than Thirty Days in Arrear, ſhall forfeit £ 20. — 2 Geo. II. c. 7.

36. If

36. If any Foreign Goods, entered for Exportation to other Parts beyond the Seas than the Iſle of Man, to obtain a Drawback, ſhall, nevertheleſs, be landed there, the Drawback is forfeited, or the Amount thereof, with treble the Value of the Goods, by the Exporter; and the Maſter of the Ship ſhall be liable to the ſame Penalty, and ſhall alſo ſuffer Six Months Impriſonment, without Bail. 12 Geo. I. c. 28.

37. All Maſters, Commanders and Owners of Merchant Ships and other private Ships and Veſſels whatſoever, liable to the Payment of the Duty of 6*d.* per Month for the Relief and Support of maimed and diſabled Seamen, and the Widows and Children of ſuch as ſhall be killed, ſlain or drowned in the Merchants Service, ſhall pay all ſuch Monies as ſhall from Time to Time be due from them, to the Collectors and Receivers to be appointed in purſuance of this Act for or on Account of the ſaid Duty, at the Ports only at which ſuch Ships do reſpectively belong, and before any ſuch Ships ſhall be cleared Inwards by the Officers of the Cuſtoms in any of the Ports of Great Britain; and that no Cuſtomer, Collector, Comptroller or other Officer belonging to the Cuſtoms ſhall at any Time hereafter clear Inwards any Merchant Ships or other private Ship whatever, by this Act made or declared liable to the Payment of the ſaid Duty of 6*d.* per Month, or grant any Warrant, or any Cockets, Tranſires, Returns or Diſcharges for any Ship whatſoever, or ſhall permit any Ship to go out of any of the Ports before mentioned, till the Maſter, Commander or Owner of every ſuch Ship ſhall produce and ſhew unto ſuch Officer an Acquittance or Certificate, ſigned by the ſaid Receiver or Collector of the ſaid Duties, whereby it ſhall appear that 20 Geo. II. c. 38.

the ſaid Maſters, Commanders or Owners have duly paid the ſaid Duty, and that they are not more than Three Months in Arrear for the ſame, or that they are exempted from the Payment of the ſaid Duty; and every Maſter, Commander and Owner of any ſuch Ship, who ſhall refuſe or neglect to pay the ſaid Duty of 6*d.* per Month, in the Manner and within the Time before mentioned for Payment thereof, and alſo every Cuſtomer, Collector, Comptroller, and other Officers of the Cuſtoms, who ſhall make Default in any of the Premiſes enjoined them by this Act, or ſhall in any wiſe act contrary to the Directions herein mentioned, ſhall, for every ſuch Refuſal, &c. forfeit £. 20.

And to prevent unneceſſary Delays in clearing ſuch Ships, in caſe the Commander or Owner of any Ship ſhall not produce ſuch Acquittance or Certificate as aforeſaid to the Tide-Surveyor, when he ſhall come on board in order to clear ſuch Ship, the Tide-Waiters on board ſuch Ship ſhall be continued, until ſuch Acquittance or Certificate ſhall be produced, at the Expence of ſuch Owner, Maſter or Commander, and not at the Expence of the Crown.

38. If any Boat, Wherry, Pinnace, Barge or Galley, rowing, or made or built to row with more than Four Oars, ſhall be found upon the Water, or in any Barge-Houſe, Work-Houſe, Shed, or other Place within any of the Counties of Middleſex, Surry, Kent or Eſſex, or in the River Thames, either above or below London Bridge, or within the Limits of the Ports of London, Sandwich or Ipſwich, or the Members or Creeks to them, or either of them belonging, ſuch Boat, Wherry, Pinnace, Barge or Galley, with all her Tackle

8 Geo. I. c. 18.
11 Geo. I. c. 29.
2 Geo. II. c. 28.
8 Geo. II. c. 21.
15 & 16 Geo. II. c. 33.
21 Geo. II. c. 33.
27 Geo. II. c. 18.
33 Geo. II. c. 16.
7 Geo. III. c. 55.
14 Geo. III. c. 86.
21 Geo. III. c. 29.
28 Geo. III. c. 23.

and

and Furniture, or the Value thereof, ſhall be forfeited, and be ſeized by any Officer of the Cuſtoms; and the Owner thereof, or any Perſon uſing or rowing in ſuch Boat, Wherry, Pinnace, Barge or Galley, ſhall alſo forfeit £. 40.

A temporary Law, to continue 'till the 29th of September, 1795, and from thence to the End of the next Seſſion of Parliament.

39. Provided that this Act ſhall not extend to any Barge or Galley belonging to His Majeſty or the Royal Family, or to any Long-Boat, Yaul or Pinnace, belonging to or uſed in the Service of any Merchant Ship, or to ſuch Boat, Wherry, Pinnace, Barge or Galley, as ſhall be licenſed by the Lord High Admiral, or Commiſſioners for executing the Office of Lord High Admiral, which Licence is to be granted without any Fee or Charge whatever.

8 Geo. I. c. 18.
11 Geo. I. c. 29,
2 Geo. II. c. 28.
8 Geo. II. c. 21.
15 & 16 Geo. II. c. 33.
21 Geo. II. c. 33.
27 Geo. II. c. 18.
33 Geo. II. c. 16.
7 Geo. III. c. 35.
14 Geo. III. c. 86.
21 Geo. III. c. 29.
28 Geo. III. c. 23,

A temporary Law, to continue 'till the 29th of September, 1795, and from thence to the End of the next Seſſion of Parliament.

40. Provided that no ſuch Licence ſhall be granted but upon ſufficient Security to be given to His Majeſty, His Heirs and Succeſſors, by the Owners of ſuch Boat, Wherry, Pinnace, Barge or Galley, by Bond, in ſuch Penalty as the Lord High Admiral, &c. for the Time being, ſhall find to be reaſonable, with Condition that the ſame ſhall not be made uſe of in the clandeſtine Running of Uncuſtomed and Prohibited Goods; which Security the ſaid Lord High Admiral, &c. who ſhall grant ſuch Licence, are empowered and required to take, for the Uſe of His Majeſty, His Heirs and Succeſſors.

8 Geo. I. c. 18.
11 Geo. I. c. 29.
2 Geo. II. c. 28.
8 Geo. II. c. 21.
15 & 16 Geo. II. c. 33.
21 Geo. II. c. 33.
27 Geo. II. c. 18.
33 Geo. II. c. 16.
7 Geo. III. c. 35.
14 Geo. III. c. 86.
21 Geo. III. c. 29.
28 Geo. III. c. 23.

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Note, A temporary Law, to continue 'till the 29th of Septemper, 1795, and from thence to the End of the next Seſſion of Parliament.

Note alſo, That by 19 Geo. III. c. 69. the Act of 8 Geo. I. as to Boats found in the ſaid Counties with more than Four Oars, is extended to all Boats with more than Six Oars, found *in any other Part of Great Britain*, or within Two Leagues of the Coaſt: And that by 24 Geo. III. c. 47. the Act is further extended to Boats and other Veſſels which ſhall exceed Twenty-eight Feet in Length, from the fore Part of the Stem to the after Part of the Stern-poſt aloft, and the Length of which ſhall be greater than Three Feet and Half to One Foot in Breadth.

41. If any Perſon ſhall aſſault, reſiſt, oppoſe, moleſt, obſtruct or hinder any Officer of the Cuſtoms or Exciſe, in the due ſeizing or ſecuring any Brandy, Spirits or Strong Waters, Foreign or Britiſh, or any Foreign Exciſeable Liquors, which by any Officer of Cuſtoms, &c. ſhall be ſeized, by virtue of this or any other Act now in Force, or hereafter to be made, or ſhall by Force reſcue, or cauſe to be reſcued, any Brandy, Spirits or Strong Waters, Britiſh or Foreign, or any Foreign Exciſeable Liquors, after the ſame ſhall have been ſeized by ſuch Officers, or ſhall attempt or endeavour ſo to do, or ſhall, at or after ſuch Seizure, ſtave, break, or otherwiſe deſtroy or damage, any Caſk, Veſſel or Bottle containing ſuch Brandy, &c. or ſuch Foreign Exciſeable Liquor, the Party ſo offending ſhall, for every Offence, forfeit £ 40.

8 Geo. I. c. 18.
11 Geo. I. c. 29.
2 Geo. II, c. 28.
8 Geo. II. c. 21.
15 & 16 Geo. II. c. 33.
21 Geo. II. c. 33.
27 Geo. II. c. 18.
33 Geo. II. c. 16.
7 Geo. III. c. 35.
14 Geo. III. c. 86.
21 Geo. III. c. 29.
28 Geo. III. c. 23.

42. And whereas great Quantities of the Goods and Merchandizes, on which conſiderable

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siderable Duties are due and payable to His Majesty, and divers other Sorts of Goods prohibited to be exported, are frequently shipped for Parts beyond the Seas without the Presence of the proper Officers of the Customs, to the great Prejudice of the Revenue and all fair Traders; for the preventing so great an Evil, if any such Goods or Merchandizes shall be shipped for Parts beyond the Seas, without a Warrant, or without the Presence of an Officer of the Customs appointed for that Purpose, all such Goods and Merchandizes, or the Value thereof, shall be forfeited. } 12 Geo. I. c. 28.

43. No Master of a Ship Outward bound shall receive on board, except for His Majesty's Use, any Gunpowder, before his Ship is at or below Blackwall, under Penalty of £5. for every Fifty Pounds Weight thereof, to the Use of the Poor of the Corporation of the Trinity-House. } 5 Geo. II. c. 20.

44. Foreign Goods taken in at Sea by any Vessel, or put out of any Vessel, within Four Leagues from the Coast, without Payment of Duty, unless in Case of Necessity, or other lawful Reason, (Notice of which must be given by the Master, &c. to the Chief Officer at the first Port of Arrival) are forfeited; and the Master, or Person having Charge of the Vessel into which they are taken, and also of the Vessel out of which they are taken, and all Persons assisting or otherwise concerned in unshipping or securing the said Goods, to forfeit treble the Value, and the Vessel and Boats into which the Goods are unshipped shall be forfeited, if not exceeding One Hundred Tons. } 9 Geo. II. c. 35.

See Note to Article 7. as to Privity.

45. If any Officer of the Customs, being on board any Ship, Boat or Vessel, within the Limits of any of the Ports of this

Kingdom,

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Kingdom, be forcibly hindered, oppoſed, obſtructed, wounded or beaten in the due Execution of his Duty, by any Perſon, either in the Day or Night, every Perſon ſo forcibly hindering, oppoſing, obſtructing, wounding or beating the ſaid Officer in the Execution of his Duty, and all ſuch as ſhall act in their Aid or Aſſiſtance, being convicted thereof, ſhall be tranſported for ſuch Term as the Court before whom ſuch Offender ſhall be convicted ſhall think fit, not exceeding Seven Years: And if any ſuch Offender or Offenders ſhall return into Great Britain before the Expiration of the ſaid Term, contrary to the Intent and Meaning thereof, he or they ſo returning ſhall ſuffer as Felons, and have Execution awarded againſt them as Perſons attainted of Felony, without Benefit of Clergy. — 9 Geo. II. c. 35.

46. If any Perſon ſhall offer any Bribe or Reward to any Officer of the Cuſtoms or Exciſe, to connive at or permit any cuſtomable or prohibited Goods to be run on Shore, or to connive at any falſe or ſhort Entry of any ſuch Goods, or to do any other Act whereby His Majeſty might be defrauded in his Revenues, ſuch Perſon ſhall forfeit £50. for every Offence, whether the Offer be accepted or not. — 9 Geo. II. c. 35.

Note, See the Liſts for Prohibited Goods. — 9 Geo. II. c. 37.

47. Every Ship built in Great Britain, on being firſt navigated, is to be furniſhed with a compleat Set of new Sails of Britiſh manufactured Sail-Cloth, which ſhall, bonâ fide, belong to ſuch Ship, on Forfeiture of £50l. by the Maſter. — 19 Geo. II. c. 27. 13 Geo. II. c. 28. 24 Geo. II. c. 52. 26 Geo. II. c. 32. 31 Geo. II. c. 36. 32 Geo. II. c. 23. 4 Geo. III. c. 11. 6 Geo. III. c. 8. 12 Geo. III. c. 36. 15 Geo. III. c. 80. 18 Geo. III. c. 45. 22 Geo. III. c. 13. 26 Geo. III. c. 53. 29 Geo. III. c. 55.

Note, The 9th Geo. II. is a temporary Law, to continue in Force till 29th of September, 1792, and from thence to the End of the next Seſſion of Parliament:—The 19 Geo. II. (explanatory of, and enforcing the 9th,) to

continue

continue till 24th of June, 1795, and to the End of the next Seſſion of Parliament.

48. Every Foreign Mariner or Seaman, who ſhall have faithfully ſerved during the Time of War on board any of His Majeſty's Ships of War, or any Merchant or other Trading Ship or Privateer, (which the Time of ſuch Service belonged to Britiſh Subjects) for the Space of Two Years, ſhall be deemed a natural-born Subject of Great Britain, and have all the Privileges, Powers and Capacities as if he had been a natural-born Subject, and actually a Native of Great Britain; but ſhall not be of the Privy Council, a Member of Parliament, or hold any Office of Truſt. 13 Geo. II. c. 3. 20 Geo. III. c. 20.

49. If any Perſon ſhall put on board any Veſſel, not bound to ſome Port in Great Britain or Ireland, or ſome other Dominions of the Crown of Great Britain, any Tools or Utenſils commonly uſed in or proper for preparing, working-up or finiſhing the Woollen or Silk Manufactures, or Parts or Parcels of ſuch Tools or Utenſils, the Perſon ſo offending ſhall forfeit the Tools and £200. and the Maſter of the Veſſel permitting the ſame to be put on board forfeits £100. 23 Geo. II. c. 13.

50. If any Perſon ſhall plunder, ſteal, take away or deſtroy any Goods from or belonging to Ships in Diſtreſs, wrecked, ſtranded or caſt on Shore in His Majeſty's Dominions, (whether any living Creature be on board or not) or any of the Tackle, Apparel, Proviſion or Part of ſuch Ship, or ſhall beat or wound with Intent to kill, or otherwiſe obſtruct the Eſcape of any Perſons endeavouring to ſave their Lives from ſuch Ship, or ſhall put out falſe Lights with Intent to bring any Veſſel into Danger, ſuch Perſon ſhall be guilty of Felony, and on Conviction thereof ſhall 26 Geo. II. c. 19.

ſuffer

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ſuffer Death as a Felon, without Benefit of Clergy.

51. But when the Goods and Effects ſtranded, loſt or caſt on Shore are of ſmall Value, and ſtolen without Circumſtances of Cruelty, Outrage or Violence, the Offender may be proſecuted by Indictment for Petit Larceny, and puniſhed accordingly. — 26 Geo. II. c. 19.

52. Upon Information on Oath before any Juſtice of the Peace of any Part of the Cargo belonging to any ſtranded Veſſel being unlawfully conveyed away or concealed in any Place, or of ſome reaſonable Ground of Suſpicion thereof, ſuch Juſtice may grant Warrants for Search, and if they are found there, or in Cuſtody of any Perſon not legally entitled to keep them, the Owner or Occupier of the Place, or the Perſon upon whom they are found, not immediately delivering them, upon Demand, to the Owner or Perſon lawfully authorized to demand them, or not giving a good Account, to the Satisfaction of the Juſtice, how he came by them, is (on Proof of ſuch Refuſal) to be committed to Goal for Six Months, or until he pays the Owners treble the Value of the Goods. — 26 Geo. II. c. 19.

53. As to the rewarding of Perſons who ſhall ſave any Ship or Goods, and cauſe the ſame to be carried into Port, or who ſhall diſcover where any Effects are wrongfully concealed, ſee Inwards, No. 83. — 26 Geo. II. c. 19.

54. As to proceeding before the Juſtices againſt ſuch Plunderers, or for breaking any Ships, contrary to 12 Ann. ſtat. 2. chap. 18. as mentioned No. 17. and the Proſecution of Offenders, ſee Inwards, No. 84. — 26 Geo. II. c. 19.

55. Perſons aſſembled to ſave any Veſſels or Effects are to conform to Orders of certain Subordination, under Penalty of — 26 Geo. II. c. 19.

£5.

£5. and, in case of Non-Payment, to suffer Imprisonment, not exceeding Three Months; as to which see Inwards, No. 85.

56. Nothing in the Act 26 Geo. II. c. 19. shall extend to Scotland. — 26 Geo. II. c. 19.

57. As to the Laws and Orders in Council relating to Quarantine, see Inwards, No. 63 to 79. No. 95. No. 216 to 219. and the Notes thereto. — 9 Ann. c. 10. 26 Geo. II. c. 6. 5 Geo. III. c. 25. 28 Geo. III. c. 34.

58. No Spirits brought into Great Britain in Casks containing less than Sixty Gallons, shall be entered or reported for Exportation, or exported to Foreign Parts. — 28 Geo. II. c. 21.

59. Ammunition, Arms, Gunpowder or Salt Petre, may be prohibited to be exported by His Majesty's Proclamation or Order in Council. If shipped contrary to such Order, forfeited; and every Master of a Vessel who shall take or suffer the same to be taken on board, shall forfeit £100. — 12 Car. II. c. 4. 29 Geo. II. c. 15.

60. Any Person may export any Quantity of Culm to Lisbon in Portugal, upon Payment of a Duty of 1*s.* per Chaldron (Newcastle Measure) of Culm so exported, and after that Rate for any greater or lesser Quantity, so as the Exporter shall, before the Lading of such Culm, become bound, with other sufficient Security, in treble the Value thereof, to the Commissioners or Chief Officers of the Customs belonging to the Port where such Culm shall be shipped on board, that such Culm shall be landed at Lisbon in Portugal, and not elsewhere; and that a Certificate, under the Hand and Seal of the British Consul General, or Deputy Consul, residing at Lisbon, shall, within Twelve Calendar Months from the Date of such Bonds, (the Danger of the Seas and Enemies excepted) be returned to the Officers who took the said Bonds, that such Culm hath been landed at Lisbon; and in case the Ship, on which — 31 Geo. II. c. 15. 13 Geo. III. c. 70. 27 Geo. III. c. 13.

any Culm ſhall be put on board, for which ſuch Security ought to be given, ſhall depart or go out of Port before ſuch Security is given, in every ſuch Caſe the Ship, and the Culm therein, or the Value thereof, ſhall be forfeited.

Note, A temporary Law, to continue till the 25th of March, 1793, and from thence to the End of the then next Seſſion of Parliament.

61. If any Spirits of the Britiſh Plantations ſhall be entered as Merchandize for Exportation, and not really ſhipped and exported (the Dangers of the Seas and Enemies excepted) or landed in Great Britain, or the Iſlands of Guernſey, Jerſey, Alderney, Sark or Man, unleſs in Caſe of Diſtreſs, to ſave the Goods from periſhing, which ſhall preſently be made known to the Officers of Exciſe and Principal Officers of the Cuſtoms, ſuch Spirits, with the Package, ſhall be forfeited; and the Perſons concerned in unſhipping, or to whoſe Hands they ſhall afterwards knowingly come, or by whoſe Privity or Direction they ſhall be relanded, ſhall forfeit double the Amount of the Duties, with the Veſſels, Cattle and Carriages uſed in the Conveyance thereof; and the Maſter of the Veſſel aſſiſting in or conniving at the Fraud, ſhall, above other Penalties, ſuffer Six Months Impriſonment; and if the Package is altered after ſhipping and before the Arrival at the firſt Port of Diſcharge, the Maſter ſhall forfeit £. 100. And if ſuch Spirits ſhall, after the ſhipping thereof, be altered or reduced in Quality or Quantity, after Examination by the Exciſe Officers, the ſame, and the Package, ſhall be forfeited; and the Perſon who ſhall have reduced or altered ſuch Spirits, or cauſed the ſame to be done, ſhall for- 33 Geo. II. c. 28.

feit

feit £ 100. for every Offence; and no Drawback or Allowance in the Duties ſhall be made for the ſame.

62. White Callicoes or Muſlins, entered for Exportation to Africa, and carried to and landed at any other Place beyond the Seas, the Exporter and Maſter of the Ship ſhall forfeit double the Amount of the Drawback, and treble the Value of the Goods. 5 Geo. III. c. 35.

63. If any Goods, entered for Exportation to other Parts than Faro or Ferro, being prohibited to be worn or uſed here, or being entered in order to obtain Drawback or Bounty, ſhall, nevertheleſs, be carried to the ſaid Iſlands, and landed there, the Drawback and Bounty are forfeited; and the Maſter of the Ship, and every Perſon aſſiſting or concerned, are liable to treble the Value of the Goods, and the Veſſel is likewiſe forfeited. 5 Geo. III. c. 43.

See the Liſt of Prohibitions, Table II. for Goods prohibited to be worn or uſed.

64. Sugars imported from the Continent of America and warehouſed, and afterwards delivered for Exportation, if relanded, or unſhipped to be relanded in Great Britain or Ireland, or any Britiſh Dominions, are forfeited, together with the Veſſel, Horſes, Carriages, &c. employed therein; and the Veſſel from which the ſame is unloaded may be ſeized; and the Perſons aſſiſting in relanding, or to whoſe Hands ſuch Goods may come, ſhall forfeit treble the Value. 6 Geo. III. c. 52. 27 Geo. III. c. 13.

65. The Pre-emption or Refuſal of all Pig or Bar Iron, Maſts, Yards, Bowſprits, Tar, Pitch, Turpentine, Hemp rough and undreſſed, Flax and Tow, ſhall be offered to the Commiſſioners of the Navy Eight Days before any ſuch Goods ſhall be exported or entered for Exportation, by

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way of Merchandize, to Foreign Parts, from the Port of London, and Twenty Days before Entry or Exportation from any other Port of this Kingdom; and if the ſaid Commiſſioners ſhall not contract for the ſame within ſuch Times, any Three of them ſhall give a Certificate of ſuch Tender and Refuſal to the Owner. On producing and delivering up ſuch Certificate to the Collector, &c. of the Cuſtoms at any Port, it ſhall be lawful for him to export the ſame. And in caſe any ſuch Goods ſhall be exported from this Kingdom to Foreign Parts, or entered out, or laden in any Veſſel to be ſo exported, by way of Merchandize, without being firſt tendered to the Commiſſioners of the Navy, or before their Certificate ſhall be produced and delivered up to the proper Officers of the Cuſtoms at the Port of Exportation the Goods ſhall be forfeited, and may be ſeized by any Officer of the Cuſtoms; and if the ſaid Goods ſhall be exported before Diſcovery, ſo that they cannot be ſeized, the Owner ſhall forfeit the Value thereof, to be eſtimated according to the beſt Price each Article bears at London. } 9 Geo. III. c. 35.

66. Tea entered for Ireland, or the Britiſh Plantations in America or Africa, or Jerſey, Guernſey, Gibraltar, or any Place on the Continent of Europe where there is a Britiſh Conſul, to obtain the Drawback, and carried to any other Place, and landed there, the Maſter of the Ship ſhall forfeit treble the Value } 12 Geo. III. c. 60. 25 Geo. III. c. 74. 29 Geo. III. c. 59.

67. The Tonnage and Burthen of any Ship or Veſſel hovering upon the Coaſts of this Kingdom, or where the Owner or Proprietor, or other Perſon, ſhall be entitled to any Bounty or Allowance, according to the Tonnage of any Ship or Veſſel, and in all other Caſes whatſoever where

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the Tonnage and Burthen of any Ship or Veſſel ſhall be neceſſary to be aſcertained and known by any Act of Parliament made, or hereafter to be made, concerning the Revenues of Cuſtoms, the Rule for admeaſuring ſuch Ships or Veſſels ſhall be as follows, viz. The Length ſhall be taken in a ſtraight Line along the Rabbit of the Keel of the Ship, from the Back of the Main Stern Poſt, to a perpendicular Line from the Fore Part of the Main Stem under the Bowſprit, from which ſubtracting Three Fifths of the Breadth, the Remainder ſhall be eſteemed the juſt Length of the Keel to find the Tonnage; and the Breadth ſhall be taken from the Outſide of the outſide Plank in the broadeſt Part of the Ship, be it either above or below the Main Wales, excluſive of all Manner of Doubling Planks that may be wrought upon the Sides of the Ship; then multiplying the Length of the Keel by the Breadth ſo taken, and that Product by Half the Breadth, and dividing the Whole by 94, the Quotient ſhall be deemed the true Contents of the Tonnage; according to which Rule the Tonnage of all ſuch Ships ſhall be meaſured and aſcertained. 13 Geo. III. c. 74.

68. If any Perſon ſhall load or cauſe to be laden on board any Ship, Veſſel or Boat, which ſhall not be bound directly to ſome Port in Great Britain or Ireland, any ſuch Tools or Utenſils as are proper for the preparing, working-up, or finiſhing of the Cotton or Linen Manufactures, ſuch Perſon ſhall forfeit ſuch Tools, and alſo £200; and the Maſter of the Veſſel, permitting ſuch Tools to be put on board, ſhall forfeit the like Penalty, and if the Ship belongs to His Majſty, ſhall forfeit his Commiſſion alſo; but not to extend to Wool Cards or Stock Cards not exceeding 4s. per Pair, 14 Geo. III. c. 71. 26 Geo. III. c. 76.

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Pair, and Spinners Cards not exceeding 1 *s.* 6 *d.* per Pair.

69. If any Wine, Brandy, or other Goods whatever, ſhall be laden on board any Ship employed in the Service of the Eaſt India Company at Sea, at any Diſtance from the Coaſt, after ſuch Ship hath been cleared Outwards and departed from London, (except Proviſions and neceſſary Stores for the Voyage) ſuch Goods, and every Veſſel or Boat out of and from which ſuch Goods ſhall be unladen, ſhall be forfeited; and the Maſter and Commander of the Eaſt India Ship, knowingly permitting or ſuffering ſuch Goods to be taken on board, and every Perſon aiding, aſſiſting, or otherwiſe concerned in unſhipping or receiving the ſaid Goods, ſhall forfeit treble the Value thereof. 17 Geo. III. c. 41.

70. When any Veſſel ſhall ſail from Great Britain, or other Parts of His Majeſty's Dominions, to any Place in the Baltick where there is a Conſul, the Maſter of ſuch Veſſel ſhall, within Ten Days after his Arrival, deliver to the Conſul, or other Perſon appointed by him, a true Manifeſt, in Writing, on Oath, ſpecifying the Particulars of the Cargo, with the Marks and Number of the Packages containing the ſame, if unloaded there, and to whom conſigned; which Oath ſuch Conſul is to adminiſter gratis; and in caſe any Maſter of any ſuch Ship ſhall neglect or refuſe to deliver ſuch Manifeſt, ſuch Conſul, &c. ſhall and are required to detain the Clearance Outwards of ſuch Veſſel, and not to give any Diſpatch, Paſſport or Bill of Health for any ſuch Veſſel. 17 Geo. III. c. 41.

71. If any Veſſel, Outward-bound from the Port of London, having any Goods or Merchandize on board, ſhall be removed out of the Stream, except to the lawful

Quays,

Quays, unleſs upon any Accident or emergent Occaſion, immediately to be made known to the Commiſſioners or Principal Officers of the Cuſtoms, and their Conſent obtained, the Maſter or Perſon taking Charge of the Veſſel, ſhall forfeit £100. for every Offence. — 19 Geo. III. c. 48.

72. As to obſtructing Officers in the Execution of their Duty, or ſtaving or deſtroying Goods or Veſſels under Seizure, or reſcuing the ſame, ſee Inwards, No. 113. — 19 Geo. III. c. 69.

73. As to the Proſecution of ſuch Perſons as ſhall commit any of the ſaid Offences, ſee Inwards, No. 114. — 19 Geo. III. c. 69.

74. As to the Puniſhment and Impriſonment of Offenders, ſee Inwards, No. 115. — 19 Geo. III. c. 69.

75. As to Offenders who ſhall be deemed fit to ſerve in the Army or Navy, &c. ſee Inwards, No. 116. — 19 Geo. III. c. 69.

76. As to Juſtices adjourning, if an Officer in His Majeſty's Service don't attend to approve the Offender for a Soldier or Sailor, ſee Inwards, No. 117. — 19 Geo. III. c. 69.

77. As to the Articles of War againſt Mutiny and Deſertion applying to ſuch Perſons, ſee Inwards, No. 118. — 19 Geo. III. c. 69.

78. Every Machine, Engine, Tool, Preſs, Paper, Utenſils, or Implement whatever, which now is or hereafter may be uſed or proper for uſing in the Woollen, Cotton, Linen and Silk Manufactures, or any Part of ſuch Machine, &c. or any Model or Plan thereof, is prohibited to be exported or put on board any Veſſel, not bound directly to ſome Port in Great Britain or Ireland; and the Maſter of any Veſſel, knowingly permitting or ſuffering the ſame to be put on board his Veſſel, forfeits £200; but not to extend to Wool Cards or Stock Cards not exceeding 4*s.* per Pair, and Spinners Cards not exceeding 1*s.* 6*d.* per Pair. — 21 Geo. III. c. 37. 26 Geo. III. c. 76.

79. As

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79. As to Maſters of Veſſels concealing Spirits, Tea or Coffee, being liable to Penalties, and to forfeit their Wages to the Owners, ſee Inwards, No. 119. — 21 Geo. III. c. 39.

80. As to Mates or Seamen of Veſſels concealing Spirits being liable to Penalties, and to forfeit their Wages to the Owners, ſee Inwards, No. 120. — 21 Geo. III. c. 39.

81. As to all Veſſels being required to have this Act put up in ſome conſpicuous Part thereof, ſee Inwards, No. 121. — 21 Geo. III. c. 39.

82. As to committing Mates and Seamen to Priſon, ſee Inwards, No. 122. — 21 Geo. III. c. 39.

83. As to mitigating Penalties, ſee Inwards, No. 123. — 21 Geo. III. c. 39.

84. Any Perſon enticing, ſeducing or encouraging Artificers employed in printing Callicoes, Muſlins, Cottons or Linens, or in preparing any Tools or Utenſils for ſuch Manufactory, to go out of Great Britain to Parts beyond the Seas, ſhall be impriſoned Twelve Months and forfeit £. 500; in caſe of a ſecond Offence, Two Years Impriſonment and £. 1000. — 22 Geo. III. c. 60.

85. If the Maſter of any Veſſel ſhall permit any Tools or Utenſils uſed or proper for uſing in the Callico, Cotton, Muſlin, or Linen Printing Manufactures, or any Part thereof, to be put on board his Ship, or connive at the ſame being done, he ſhall forfeit £. 100. — 22 Geo. III. c. 60.

86. If any Britiſh Refined Sugar, entered for the Drawback or Bounty, ſhall not be ſhipped and exported on board the Veſſel in which entered, or if the ſame ſhall be relanded (except in Caſe of Diſtreſs, or by Order of the Principal Officers of the Cuſtoms) ſuch Sugar, with the Veſſel from which it is unſhipped, and all Veſſels uſed in landing, ſhall be forfeited; and the Perſons aſſiſting or otherwiſe concerned therein, or by whoſe Privity the ſame ſhall be done, ſhall forfeit treble the Value. — 23 Geo. III. c. 76.

87. Britiſh

87. Britiſh Hare Skins, or Parts or Pieces thereof, Britiſh Hare Wool, and Britiſh Coney Wool, and any undreſſed or untawed Britiſh Coney Skins, or Parts or Pieces thereof, may not be exported, on Forfeiture; and for every Offence £500. on the Shipper or Exporter, and £40. on the Maſter of the Veſſel who ſhall permit ſuch Goods to be ſhipped for Exportation. — 24 Geo. III. c. 21.

88. As to Veſſels found within the Limits of any Port of this Kingdom, or within Four Leagues of the Coaſts thereof, having on board Brandy or Spirits in Caſks under Sixty Gallons, or Wine, or Tea, Coffee, or any Goods liable to Forfeiture on Importation, ſee Inwards, No. 124, and the Note. — 24 Geo. III. c. 47.

89. As to Veſſels not being forfeited for a ſmall Quantity of Goods on board any Veſſel without the Owner or Maſter's Privity, and without wilful Neglect or Want of reaſonable Care in the Diſcharge of their Duty, ſee Inwards, No. 125. — 24 Geo. III. c. 47.

90. As to the Proſecution of ſuch Goods, and the Penalty on the Perſon having Poſſeſſion thereof, ſee Inwards, No. 126. — 24 Geo. III. c. 47.

91. As to Cutters, Luggers, &c. and Clench-work Veſſels, and Veſſels of a certain Length, and Veſſels armed for Reſiſtance, found within the aforeſaid Limits or Diſtance, ſee Inwards, No. 127. and the Note. — 24 Geo. III. c. 47.

92. As to the Arms ſuch Veſſels may have on board, ſee Inwards, No. 128. — 24 Geo. III. c. 47.

93. As to Veſſels having a Licence from the Admiralty, and other Veſſels which are not to be forfeited, ſee Inwards, No. 129. — 24 Geo. III. c. 47.

94. No Fee is to be received for ſuch Licence, or for regiſtering the ſame. — 24 Geo. III. c. 47.

95. The Owner of every Veſſel licenſed as before mentioned ſhall, before the Ship proceeds to Sea or ſails out of any Port,

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Harbour or Creek of this Kingdom, bring, or cauſe his Licence to be brought, to the Collector or proper Officer of the Cuſtoms of the Port, &c. from which ſuch Veſſel is about to ſail, and ſuch Collector is to regiſter the ſame; and the Maſter ſhall alſo produce the ſame to the Collector, &c. of any and every Port, &c. at which he ſhall arrive. — 24 Geo. III. c. 47.

96. As to the Particulars to be ſpecified in the Licence, and the Security to be given, on Failure of which the Licence is to be void and the Veſſel proſecuted, ſee Inwards, No. 131. and the Note. — 24 Geo. III. c. 47.

97. As to Perſons maliciouſly ſhooting at Veſſels in the Navy, Cuſtoms or Exciſe, or maliciouſly ſhooting at or wounding Officers, or any Perſon aſſiſting them, being deemed Felons, ſee Inwards, No. 132. — 24 Geo. III. c. 47.

98. As to proceeding againſt ſuch Perſons and committing them, and as to Offenders, required to ſurrender themſelves, not ſurrendering, &c. ſee Inwards, No. 133. — 24 Geo. III. c. 47.

99. As to Perſons harbouring ſuch Offenders, after the Time appointed for their Surrender, being deemed Felons, and liable to be tranſported, &c. ſee Inwards, No. 134. — 24 Geo. III. c. 47.

100. As to apprehending Offenders by the ordinary Courſe of Law, &c. ſee Inwards, No. 135. — 24 Geo. III. c. 47.

101. As to Perſons obſtructing Officers being ſentenced to Hard Labour on the River Thames for Three Years, or committed to Goal for that Time, ſee Inwards, No. 136. — 24 Geo. III. c. 47.

102. As to Offenders charged with obſtructing Officers, whoſe Offence falls within the Proviſions of the 19th Geo. III. c. 69. (as ſtated No. 72 to 77) being proceeded againſt under that Act, ſee Inwards, No. 137. — 24 Geo. III. c. 21.

103. As

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103. As to proceeding for Offences in England, &c. see Inwards, No. 138. — 24 Geo. III. c. 47.

104. As to Offences in Scotland, see Inwards, No. 139. — 24 Geo. III. c. 47.

105. As to admitting Perſons to Bail for a Miſdemeanor in England, ſee Inwards, No. 140. — 24 Geo. III. c. 47.

106. As to admitting Perſons to Bail for a Miſdemeanor in Scotland, ſee Inwards, No. 141. — 24 Geo. III. c. 47.

107. As to ſhooting at Veſſels not bringing-to, when required or chaſed by a Veſſel in the Service of the Navy, having the Pendant and Enſign hoiſted, or a Revenue Veſſel, having a Pendant and Enſign hoiſted, ſee Inwards, No. 142. — 24 Geo. III. c. 47.

108. As to the Penalty on Maſters of Veſſels, not in the Navy, Cuſtoms or Exciſe, hoiſting ſuch Pendant or Enſign, ſee Inwards, No. 143. — 24 Geo. III. c. 47.

109. The Maſter of every Veſſel going Outwards from this Kingdom *in Ballaſt* ſhall, if called upon by the Collector or proper Officer of the Cuſtoms, make a juſt and true Report of ſuch Veſſel, and anſwer, upon Oath, to ſuch Queſtions, relative to the Voyage and Navigation of ſuch Veſſel, as ſhall be put to him, under the Penalty of £100. But the Maſter of ſuch Veſſel, ſo reporting, ſhall not be liable to pay any Fees, other than what the Veſſel was ſubject to pay before this Act. — 24 Geo. III. c. 47.

See Note to Article 3. as to the Queſtions.

110. As to the Penalty for bribing or offering a Bribe to Officers of the Navy, Cuſtoms or Exciſe, ſee Inwards, No. 146. — 24 Geo. III. c. 47.

111. It ſhall not be lawful for any Collector, or other Officer of the Cuſtoms, to clear, for Parts beyond the Seas, any Veſſel laden, or in Part laden, with Coals, Culm or Cinders, nor to ſign or grant any Cocket or other Diſpatch for clearing any

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ſuch Veſſel, until the Maſter, or Perſon taking Charge thereof, ſhall produce and deliver to the Collector, &c. two Certificates from the Fitter or Fitters vending or delivering the Coals, Culm or Cinders with which ſuch Veſſel ſhall be laden, or in Part laden, expreſſing the real Quantity ſo vended or delivered; which Certificates ſuch Fitter is to give to the Maſter, and which the ſaid Collector, &c. is to ſign, and enter and regiſter the ſame in a public Book to be kept for that Purpoſe; one of which Certificates, after being ſigned, entered and regiſtered, ſhall be returned to the Maſter of the Veſſel, and the other remain in the Cuſtody of the Collector, &c. who ſhall be paid a Fee of 6*d.* and no more: And any Perſon may have recourſe to the ſaid Regiſter without Fee or Reward, and examine the ſame. } 25 Geo. III. c. 54.

Note, The Act does not ſay what the Maſter is to do with the Certificate returned to him by the Collector: It ſhould ſeem to be intended for the Purpoſe of accompanying the Goods, by Way of Check, at the Landing Port, to prevent Frauds.

112. If any Coals, Culm or Cinders, cleared Coaſtwiſe, ſhall be exported before the Duties have been paid, the Maſter, or other Perſon taking Charge of the Veſſel, ſhall, before he be permitted to enter or clear Coaſtwiſe, or for Parts beyond the Seas, not only pay the Collector, &c. at the Port from whence the Veſſel is intended to be cleared out, the Duties due on Exportation, but alſo 3*s.* per Chaldron, Wincheſter Meaſure, for every Chaldron which had been entered Coaſtwiſe, and delivered beyond the Seas. } 25 Geo. III. c. 54.

113. But if it ſhall appear, on the Oaths of the Maſter, Mate and Two Mariners

belonging

belonging to the Veſſel, and who were on board when ſhe was cleared Coaſtwiſe, and ſailed in her during the whole Voyage, (ſuch Oath to be taken before the Collector, &c. of the Port) that ſuch Veſſel was really and bonâ fide forced by contrary Winds, or other unavoidably Neceſſity and Diſtreſs of Weather, into ſuch Parts beyond the Seas, and could not, by Reaſon of ſuch Neceſſity and Diſtreſs, have proceeded with ſuch Coals, Culm or Cinders, to this Kingdom; which Proof ſhall be tranſmitted to the Commiſſioners of the Cuſtoms: And if it is made out to their *Satisfaction*, that the Veſſel was forced into Parts beyond the Seas, the Commiſſioners may order the Collector, &c. to whom the Duties of 3*s.* per Chaldron has been paid, to grant the Maſter a ſpecial Certificate, in order that his Coaſt Bond may be diſcharged, and to return the 3*s.* per Chaldron: But on Failure of the Proof, or if the ſame ſhall not be ſatisfactory to the Commiſſioners, the Coaſt Bond ſhall be put in Suit. — 25 Geo. III. c. 54.

114. The Entry and Regiſter of Fitters Certificates is to be deemed and admitted as full Evidence of the Fact, in Caſes where the original Certificate is not produced. — 25 Geo. III. c. 54.

115. The Tools or Utenſils hereafter mentioned, viz. Hand Stamps, Dog-Head Stamps, Pulley Stamps, Stamps of all Sorts, Hammers and Anvils for Stamps, Screws for Stamps, Iron Rods for Stamps, Preſſes of all Sorts, in Iron, Steel or other Metal, which are uſed for giving Impreſſions to Metal, or any Part of theſe Articles; Preſſes of all Sorts, called Cutting-out Preſſes, Beds and Punches to be uſed therewith; Piercing Preſſes of all Sorts, Beds and Punches to be uſed therewith, either in Parts or Pieces, or fitted together;

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Iron or Steel Dies, to be uſed in Stamps or Preſſes, either with or without the Impreſſions on them; Rollers of caſt Iron; wrought Iron or Steel for rolling of Metal, and Frames for the ſame; Flaſks or Caſting Moulds and Boards uſed therewith; Lathe for burniſhing, either the Whole together or ſeparate Parts thereof; Lathe Strings; Poliſhing Bruſhes; Scoring or Shading Engines; Preſſes for Horn Buttons; Dies for Horn Buttons; Sheers for cutting Metal, rolled Steel, rolled Metal with Silver thereon; Parts of Buttons in an unfiniſhed State; Engines for Chaſing; Stocks for caſting Buckles, Buttons, and Rings; Caſt-iron Anvils and Hammers for forging; Mills for Iron and Copper; Roles, Slitters, Beds, Pillars and Frames for Slitting-Mills; Die-ſinking Tools of all Sorts; Engines for making Button Shanks; Laps of all Sorts; Drilling-Engines; Tools for pinching Glaſs; Engines for covering Whips; Poliſhing Bruſhes; Bars of Metal covered with Gold or Silver; Iron or Steel Screw-Plates; Pins and Stocks for making Screws, or any other Tool or Utenſil for the preparing, working, finiſhing or compleating the Iron and Steel Manufactures, or any Model or Plan of ſuch Tool, &c. may not be exported, except to Ireland, on Forfeiture, with the Package and all Goods packed therewith. — 25 Geo. III. c. 67.

116. The Maſter of any Veſſel ſuffering ſuch Tools, &c. by this Act prohibited to be exported, to be ſhipped, ſhall, for every Offence, forfeit £ 200. — 25 Geo. III. c. 67.

117. If any Perſon ſhall contract with, perſuade, ſeduce or encourage any Artificer or Workman employed, or who ſhall have been employed, in the Iron and Steel Manufactures, to go out of Great-Britain, ex- — 25 Geo. I. c. 67.

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cept to Ireland, ſuch Perſons ſhall be impriſoned Twelve Months, and for every Artificer forfeit £. 500.; ſecond Offence, Two Years Impriſonment and £. 1000.

118. But as the general Prohibition of the Exportation of Tools made in the Iron and Steel Manufactures may be productive of Inconvenience, it is declared to be lawful to export any Tools or Utenſils in the Iron and Steel Manufactures which might have been legally exported before the 25th of Geo. III. c. 67. above ſtated was made, except the following Articles, viz. Rollers of any Form or Denomination of caſt Iron, wrought Iron or Steel, for the Rolling of Iron, or any Sorts of Metals, and Frames, Beds, Pillars, Screws, Pinions, and each and every Implement, Tool or Utenſil thereto belonging; Rollers, Slitters, Frames, Beds, Pillars and Screws for Slitting-Mills; Preſſes of all Sorts in Metal, which are uſed with a Screw exceeding one Inch and a Half in Diameter, or any Parts of theſe ſeveral Articles, or any Model of any ſuch Utenſils, &c. or Parts thereof; and all Sorts of Utenſils, Engines or Machines uſed in caſting or boring Cannon or Artillery, or any Parts thereof, or any Model of Tools, &c. uſed in caſting or boring Cannon or Artillery, or any Parts thereof; Hand Stamps, Dog-Head Stamps, Pulley Stamps, Hammers and Anvils for Stamps; Cutting-out Preſſes, Beds and Punches to be uſed therewith; Piercing Preſſes, Beds and Punches to be uſed therewith, in Parts or Pieces, or fitted together; Scoring or Shading Engines, Preſſes for Horn Buttons, Dies for Horn Buttons; rolled Metal with Silver thereon; Parts of Buttons in an unfiniſhed State; Engines for Chaſing, Stocks for caſting Buckles, Buttons and Rings; Die-ſinking Tools;

26 Geo. III. c. 89.
27 Geo. III. c. 36.
28 Geo. III. c. 23.
29 Geo. III. c. 55.
30 Geo. III. c. 18.
31 Geo. III. c. 43.
32 Geo. III. c. 36.

Engines

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Engines for making Button Shanks; Laps of all Sorts; Tools for pinching Glaſs; Engines for covering Whips; Bars of Metal covered with Gold or Silver; and Burniſhing Stones, commonly called Blood Stones, in the rough, or finiſhed for Uſe.

119. The following Articles, viz. Wire Moulds for making Paper; Wheels made of Metal, Stone or Wood, for cutting, roughing, ſmoothing, poliſhing, and engraving Glaſs; Purcellas, Pincers, Sheers and Pipes, uſed in blowing Glaſs; Potters Wheels and Potters Lathes for plain, round, and for Engine Turning; Tools uſed by Sadlers, Harneſs-makers and Bridle-makers, namely, Cantle Strainers, Side Strainers, Point Strainers, Creaſing Irons, Screw Creaſers, Wheel Irons, Seat Irons, Pricking Irons, Bolſtering Irons, Clams, and Head Knives, are prohibited to be exported, except to Ireland, under the ſame Penalties as in 25 of Geo. III. c. 67. before ſtated.

26 Geo. III. c. 89.
27 Geo. III. c. 36.
28 Geo. III. c. 23.
29 Geo. III. c. 55.
30 Geo. III. c. 18.
31 Geo. III. c. 43.
32 Geo. III. c. 36.

Note, The 26th of Geo. III. c. 89. is a temporary Law, to remain in Force to the End of the next Seſſion of Parliament after 32 Geo. III.

120. As to Manifeſts for Veſſels clearing out from any Place under the Britiſh Dominions, ſee Inwards, No. 151.

26 Geo. III. c. 40.

121. It ſhall not be lawful for any Officer of the Cuſtoms, in Great Britain, to clear out any Veſſel for foreign Parts 'till the Maſter and Mate of ſuch Veſſel ſhall give Bond to His Majeſty in £. 200. with Condition, that ſuch Maſter or ſuch Mate will not at any Time land, or cauſe to be landed, any Goods in any Part of this Kingdom, in any Manner which is or ſhall be prohibited by Law, or take the ſame on board in order to land them, nor be any wiſe concerned in fraudulently importing,

unſhipping,

unſhipping or landing the ſame, and will not hinder, moleſt or oppoſe any Officer of the Cuſtoms or Exciſe, or Perſons aſſiſting them, in executing their Office; or until ſuch Maſter ſhall produce a Certificate from the Collector of the Cuſtoms at ſome other Port, of ſuch Bond having been there given by ſuch Maſter and Mate.

Note, The Maſters of Veſſels being required to give this Bond, it is conſidered that a Minor cannot be Maſter of a Veſſel, as his Bond would not be a good one.

122. The Maſter of every Veſſel, on board which Goods ſhall be ſhipped for Exportation from Great-Britain, ſhall, on Demand, produce and deliver to every Officer of the Cuſtoms who ſhall come on board his Veſſel, either within the Limits of a Port of Great Britain, or within four Leagues of the Coaſt thereof, every Cocket delivered to him by the Officers of the Cuſtoms at the Port from which the Veſſel was cleared out, for the Examination of ſuch Officer, under Penalty of £ 100. And if any Goods are found on board not to correſpond with the Cocket, the ſame ſhall be forfeited; or if any Packages indorſed on the Cocket are not on board, the Maſter ſhall forfeit £ 20. for every Package contained in the Cocket, and not found. 26 Geo. III. c. 40.

123. No Goods whatever, entitled to Drawback, Bounty or Premium, ſhall be ſhipped for Exportation by any Perſon (except a Revenue Officer) other than ſuch Perſon as ſhall be authorized by Licence from the Commiſſioners of the Cuſtoms, &c. which Perſons ſo to be licenced ſhall, on carrying ſuch Goods on board, give clear and full Information thereof, in Writing, to the Maſter of the Veſſel, for the better 26 Geo. III. c. 40.

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enabling him to give Notice previous to his clearing out with Drawback or Bounty Goods.

124. Whereas it has frequently happened that Veſſels, bound from Great-Britain to Foreign Parts, have paſſed the uſual Places appointed for ſtationing Revenue Officers on board Veſſels, and for relieving or landing ſuch Officers, without bringing-to for ſuch Purpoſe; it is therefore enacted, that the Maſter of any Veſſel outward bound ſhall not preſume to paſs without bringing-to at ſuch uſual Places as ſhall be appointed for the Purpoſe of the Cargo being examined, and of relieving or landing ſuch Officers, unleſs in Caſe of unavoidable Neceſſity, Diſtreſs of Weather, or other unavoidable Accident, to be made appear to the Satisfaction of the Commiſſioners of the Cuſtoms. And every ſuch Maſter who ſhall ſo paſs without bringing-to for the Purpoſe aforeſaid, ſhall, for every Offence, forfeit £ 100. 26 Geo. III. c. 40.

125. Any Revenue Officer, properly authorized to examine any Veſſel or Cargo, ſhall, at any Time, have free Acceſs to the Cabin, and every other Part of the Veſſel; and in caſe any Places within the Cabin, or any other Part of the Ship, or any Boxes or other Thing contained therein, ſhall be locked or faſtened, and the Keys with-held, or the Places not opened on the Officer requiring the ſame of the Maſter, ſuch Officer, if a Degree ſuperior to a Tideſman or Waterman, is authorized to open the ſame in the beſt Manner he can, and indemnified in ſo doing; but if he be only a Tideſman or Waterman, he ſhall ſend for a Superior Officer, who may open or cauſe the ſame to be opened, and ſhall be indemnified in ſo doing. 26 Geo. III. c. 40.

Note, Though this Clauſe gives ſuch

Power, it ſhould ſeem that it will not authorize the Officers in proceeding wantonly.

See Note 3 in the Notes and Obſervations after the Introduction, as to Laws which give a diſcretionary Power.

126. As to Ships being entitled to the Privileges of Britiſh built or Britiſh owned, and being required to be regiſtered, and the Penalties, Regulations and Reſtrictions reſpecting Ships Regiſters, ſee Inwards, 165 to 196—199 to 206. — 26 Geo. III. c. 60. 27 Geo. III. c. 19.

127. No Ship or Veſſel, which by this Act is directed to be hereafter regiſtered, or which is directed, inſtead of the Regiſter now required by Law, to take out a new Regiſter, ſhall be permitted, after her firſt Arrival at the Port to which ſhe belongs, to clear outwards to Foreign Parts, or Coaſtwiſe, or to proceed to Sea, in order to fiſh on the Coaſts, or for any other Purpoſe whatever, as a Britiſh Ship or Veſſel, or ſhall be in anywiſe entitled to the Privileges of a Britiſh Ship or Veſſel, unleſs the Owner or Owners thereof ſhall have obtained a Certificate of Regiſtry; and in caſe any ſuch Ship or Veſſel ſhall depart from ſuch Port without being regiſtered, and without having obtained a Certificate as aforeſaid, every ſuch Ship or Veſſel ſhall be ſubject to Forfeiture, and alſo all the Guns, Furniture, Ammunition, Tackle and Apparel to ſuch Ship or Veſſel belonging. — 26 Geo. III. c. 60.

128. Whereas it has been found that Maſters of Ships and Veſſels have wilfully and maliciouſly detained and refuſed to deliver up Certificates of Regiſtry, granted in purſuance of an Act made and paſſed in the 7th and 8th Years of the Reign of His late Majeſty, King William III. and alſo of an Act paſſed in the 26th Year of

His preſent Majeſty's Reign, to the Prejudice of the Owner or Owners of ſuch Ships and Veſſels; for the remedying whereof, in future, be it enacted, that on Complaint made, on Oath, (by the Owner or any of the Owners of any Ship or Veſſel whoſe Certificate of Regiſtry ſhall be ſo detained and refuſed to be delivered up) of ſuch Detainer and Refuſal, to any Juſtice of the Peace reſiding near to the Place where ſuch Detainer and Refuſal ſhall be, either in Great Britain, or in the Iſlands of Jerſey, Guernſey or Man, or in any Colony, Plantation, Iſland or Territory, to His Majeſty belonging in America, it ſhall and may be lawful for ſuch Juſtice, by Warrant under his Hand and Seal, to cauſe ſuch Maſter to be brought before him, to be examined touching ſuch Detainer and Refuſal; and if it ſhall appear to the ſaid Juſtice, on Examination of the Maſter, or otherwiſe, that the ſame is not loſt or miſlaid, but is wilfully and maliciouſly detained by the ſaid Maſter, ſuch Maſter ſhall be thereof convicted, and ſhall forfeit and pay £100. and on Failure of Payment thereof within the Space of Two Days after ſuch Conviction, he ſhall be committed to the Common Gaol, there to remain, without Bail or Mainprize, for ſuch Time as the ſaid Juſtice ſhall, in his Diſcretion, deem proper, not being leſs than Six Months, nor more than Twelve Months. 28 Geo. III. c. 34.

129. It ſhall and may be lawful for the ſaid Juſtice, and he is hereby required, to iſſue a Warrant under his Hand and Seal, to cauſe Search to be made for ſuch Certicate; and if the ſame ſhall be found, the ſaid Juſtice ſhall cauſe the ſame to be delivered to the Owner or ſuch of the Owners as ſhall have made the Complaint; and if

the ſame ſhall not be found, the ſaid Juſtice ſhall, and he is hereby required to certify the aforeſaid Detainer, Refuſal and Conviction to the Perſon or Perſons who granted the laſt Certificate of Regiſtry for ſuch Ship or Veſſel, who ſhall, on the Terms and Conditions of the ſaid Acts being complied with, make Regiſtry of ſuch Ship or Veſſel de novo, and grant a Certificate thereof, conformably to the Directions of the ſaid Acts, notifying on the Back of ſuch Certificate the Ground upon which ſuch Ship or Veſſel was ſo regiſtered de novo. — 28 Geo. III. c. 34.

130. Every Veſſel, on board which any Cordage ſhall be ſhipped for the Bounty, ſhall have a ſufficient Quantity of Cordage for the Veſſel's Uſe, for which no Bounty is to be allowed; and ſuch Veſſel ſhall be viſited by the Officers of the Cuſtoms, who ſhall not permit her to ſail if it appears ſhe has not a ſufficient Quantity for her Uſe; and ſuch Officer may detain the Veſſel till ſhe has a ſufficient Quantity of Cordage, according to the Nature of the Voyage. — 26 Geo. III. c. 85. 31 Geo. III. c. 43.

131. No Entry to be paſſed, nor the Veſſel ſuffered to go out of Port, till a Certificate is produced that the Cordage for the Bounty has been tendered to and refuſed by the Navy Board. Any Perſon paſſing the Entry forfeits £ 100. — 26 Geo. III. c. 85. 31 Geo. III. c. 43.

Note. The Bounty on Cordage is granted by 6 Geo. III. c. 45, &c. which are temporary Laws, and by 31 Geo. III. c. 43. ſ. 3. continued in Force for Four Years, and from thence to the End of the next Seſſion of Parliament.

132. As to Veſſels, having a Bowſprit exceeding in Length more than Two-thirds of the Veſſel, being forfeited, &c. ſee Inwards, No. 207. — 27 Geo. III. c. 32.

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133. As to the Names of Veſſels being required to be painted on every Boat belonging to them, &c. ſee Inwards, No. 208. — 27 Geo. III. c. 32.

134. As to Veſſels having a Licence not being forfeited by this Act, ſee Inwards, No. 209, and Note. — 27 Geo. III. c. 32.

135. As to Veſſels being forfeited, if found out of the Limits of their Licence, ſee Inwards, No. 210. — 27 Geo. III. c. 32.

136. As to ſuch Veſſels not being forfeited, if out of ſuch Limits by Neceſſity or Diſtreſs of Weather, ſee Inwards, No. 211. — 27 Geo. III. c. 32.

137. As to the Production of all Licences to Revenue Officers within the Limits of a Port, or Four Leagues of the Shore, and the Forfeiture of Veſſels, &c. if the Licence is not on board, or if there is no Endorſement of Security having been given, ſee Inwards, No. 212. — 27 Geo. III. c. 32.

138. In caſe any Goods or Commodities, or any Ships, Veſſels, Boats, Horſes, Cattle or Carriages, ſhall be ſeized as forfeited, by virtue of any Act of Parliament relating to the Revenue of Cuſtoms, it ſhall be lawful for the Commiſſioners of the Cuſtoms in England, or any Four or more of them, and the Commiſſioners of the Cuſtoms in Scotland, or any Three or more of them, on Evidence given to their Satisfaction, that the Forfeiture aroſe without any Deſign or Intention of Fraud in the Proprietor or Proprietors of ſuch Goods or Commodities, Ships, Veſſels, Boats, Horſes, Cattle or Carriages, to order the ſame to be reſtored to ſuch Proprietor or Proprietors, in ſuch Manner, and on ſuch Terms and Conditions, as, under the Circumſtances of the Caſe, ſhall appear to the ſaid Commiſſioners of the Cuſtoms in England or Scotland reſpectively, to be reaſonable, and as they ſhall think fit to direct. And if the Proprietor or Proprietors ſhall

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comply with the Terms and Conditions prescribed by such Commissioners, it shall not be lawful for the Officer or Officers, who shall seize such Goods or Commodities, Ships, Vessels, Boats, Horses, Cattle or Carriages, or any other Person in his Behalf, to proceed in any Manner for the Condemnation thereof: But if such Proprietor or Proprietors shall not comply with the Terms and Conditions prescribed by the said Commissioners respectively, such Officer shall be at Liberty, and is hereby authorized, to proceed for the Condemnation of such Goods or Commodities, Ships, Vessels, Boats, Horses, Cattle or Carriages, as if this Law had not been made: Provided always, that if such Proprietor or Proprietors shall accept the Terms and Conditions prescribed by the said Commissioners of the Customs respectively, such Proprietor or Proprietors shall not have or be entitled to any Recompence or Damage on Account of the Seizure or Detention of such Goods or Commodities, Ships, Vessels, Boats, Horses, Cattle or Carriages, or have or maintain any Action whatever for the same. 27 Geo. III. c. 32.

139. In case any Rum or Spirits of the British Sugar Plantations in America, shipped as Stores to be consumed on board Vessels in the Voyage to Parts beyond the Seas, shall be unshipped in order to be relanded, the same, with the Boats, Vessels, Cattle and Carriages made use of in Relanding or Removal, shall be forfeited; and every Person assisting or otherwise concerned in the Unshipping, or to whose Hands the same shall afterwards knowingly come, shall forfeit treble the Value; and the Masters of Vessels assisting in or conniving at the Unshipping are to forfeit £100. besides all other Penalties. 28 Geo. III. c. 37.

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140. Live Rams, Sheep or Lambs of any Sort, of the Breed of Great Britain, Jerſey, Guernſey, Alderney, Sark or Man, may not be exported, on Forfeiture thereof, and the Veſſel on board which the ſame ſhall received; the Offenders and their Aiders and Abettors, for every Sheep, &c. to forfeit £3. and ſuffer ſolitary Impriſonment Three Months, without Bail, and if Penalty not then paid, to be impriſoned till it is, but not more than Twelve Months; ſecond Offence £5. and Six Months Impriſonment, and if Penalty not then paid to be impriſoned till it is, but not more than the Two Years: But live Wether Sheep may be ſhipped for Food of the Maſter, Mariners, Paſſengers or Perſons on board Veſſels, on Application to and Licence from the Comptroller or Collector of the Cuſtoms, in ſuch Number as he ſhall deem ſufficient, to be put on board in the Preſence of the proper Officers, otherwiſe forfeited, and £1. for every ſuch Sheep. } 28 Geo III. c. 38.

141. If no ſuch Collector and Comptroller to grant Licence, one or more Revenue Officers neareſt the Place may do it, and attend the Shipping. } 28 Geo. III. c. 38.

142. Nothing in this Act, with reſpect to an Officer being preſent at the Shipping live Wether Sheep, is to extend to Veſſels bound between the Mull of Cantire, and Cape Wrath, in Scotland. } 28 Geo. III. c. 38.

143. Nor to prevent Landholders, Proprietors, or Tenants of Eſtates and Farms in Scotland, conſiſting of main Land and ſmall Iſlands, within the Forths or Seas adjacent, on which Sheep are fed, and which for that and other Purpoſes muſt neceſſarily be removed from one Iſland to another, &c. from removing or exchanging any live Sheep or Lambs on board Boats or other Veſſels as Occaſion may require. } 28 Geo. III. c. 38.

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144. Provided that ſuch Landholders, &c. ſhall give Bond in 1001. that they will not permit any live Sheep, Lambs, Wool, Woolfels, Mortlings, or Shortlings, to be exported, &c. and ſhall obtain a Licence for removing or exhanging ſuch live Sheep or Lambs, which Licence is to be given by a Juſtice of the Peace on receiving ſuch Bond. — 28 Geo. III. c. 38.

145. The Licence to contain the Name of the Perſon to whom granted, and the Situation of the Iſland, and to be in force till the Bond is forfeited. The Bond and a Copy of the Licence to be ſent to the Commiſſioners in Scotland, or load on any Carriage, &c. with intent to export. — 28 Geo. III. c. 38.

146. No Perſon ſhall export or Ship out of Great Britain, Jerſey, Guernſey, Alderney, Sark or Man, any Wool the Growth of the ſaid Places, or any Woolfels, Mortlings, Shortlings, Yarn, or Worſted made of Wool, Woolflocks, Cruels, Coverlids, Waddings, or other Manufactures made of Wool ſlightly wrought up, or otherwiſe put together ſo as the ſame may be reduced to and made uſe of as Wool again, or Mattraſſes or Beds ſtuffed with combed Wool, or Wool fit for combing or carding, or any Fullers Earth, Fulling Clay, or Tobacco Pipe Clay. 1ſt. Offence, 5s. per lb. Weight for ſuch Wool, &c. or £50. at the Election of the Proſecutor, and ſolitary Impriſonment Three Months, and if Penalty not then paid to be impriſoned till it is, not exceeding Twelve Months. 2d. Offence, 3s. per lb. Weight for ſuch Wool, &c. or £50. at the Election of the Proſecutor, and ſolitary Impriſonment Six Months, and till the Penalty is paid, not exceeding Two Years; and the Goods, Veſſel, Boats, Cattle, and Carriages alſo forfeited. Forfeitures to go to the Proſecutor. — 28 Geo. III. c. 38.

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147. This Act is not to extend to Tobacco Pipe Clay exported to the Britiſh Sugar Colonies or Plantations in the Weſt Indies, ſo long as the Exportation is allowed by 17 Geo. III. 643. — 28 Geo. III. c. 38.

148. The ſeveral Quantities of Wool hereafter mentioned may be exported from Southton only, to Jerſey, Guernſey, Alderney or Sark, for the Uſe of the Inhabitants, to be laden on board ſome Veſſel then the Property of ſome Perſon reſident in one of the ſaid Iſles; before Shipping of which a Writing under the Hand and Seal of the Governor or Deputy of Jerſey, as to the Wool, &c. to be exported to that Iſland; and under the Hand of the Governor or Deputy Governor of Guernſey, as to the Wool, &c. to be exported to Guernſey, Alderney and Sark, is to be delivered to the Collector, Cuſtomer, Comptroller, Surveyor or Searcher, of Southton, in which Writing it ſhall be expreſſed that the Party is authorized to export ſo much Wool, expreſſing the Number of Tods, &c. and that ſuch Party ſo authorized has given Bond for landing the ſaid Wool accordingly. — 28 Geo. III. c. 38.

149. The Quantity which may be exported, ſhall be yearly from 1ſt of January in every Year, ſhall not exceed as follow, viz. to Jerſey 4000 Tods of uncombed Wool, to Guernſey 2000 Tods, to Alderney 400 Tods, and to Sark 200 Tods, each Tod not exceeding 32 lbs. Weight; and the Cuſtomer of Southton is to keep an Account of the Quantity exported, &c. and 1 s. Fee is to be paid for ſuch Licence. — 28 Geo. III. c. 83.

150. None of the Articles before enumerated is to be put on board any Ship whereof any Alien born, or natural born Subject, not inhabiting within Great Britain, ſhall be Owner, or part Owner, on — 28 Geo. III. c. 38.

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Forfeiture, and alſo the Veſſel; but not to extend to Lamb Skins ready dreſſed, fit and uſeful for Fur or Linings.

151. None of the aforeſaid Articles, prohibited to be exported, ſhall be put on board any Veſſel bound to Parts beyond the Seas on Forfeiture, and alſo the Veſſel and the Maſter thereof ſhall be deemed the Exporter, and liable to Pains and Penalties accordingly, unleſs he on being apprehended diſcovers the Shippers, and enters into Recognizance with two Sureties to proſecute, and give Evidence againſt ſuch Shippers. 28 Geo. III. c. 38.

152. Provided that the above Exception ſhall not extend to Maſters of Veſſels not regularly cleared to Foreign Parts, but if any of the ſaid Articles are found on board ſuch Ship, and where no Clearance can be exhibited, then the Maſter ſhall be deemed the Shipper, and every Perſon on board knowing the Tranſaction ſhall be alſo liable to the Penalties accordingly; but if any Perſon on board ſuch Ship, other than the Maſter, ſhall, on being apprehended, immediately give Information ſo that the Maſter may be convicted, or the Ship condemned, ſuch Perſon ſhall not be liable to any Penalty, and ſhall have a Reward of £40. to be paid by the Commiſſioners of the Cuſtoms immediately after Conviction. 28 Geo. III. c. 38.

153. Nothing in this Act is to prevent Evidence being received in any Suit for the Forfeiture of any Veſſel bound Coaſtwiſe, or regularly cleared to foreign Parts, or if any Cattle or Carriages, or Proviſion againſt the Maſter of Ships, Owners of Carriages, &c. in order to ſhew from the Smallneſs of the Quantity of the ſaid Articles, that the ſame were on board ſuch Ship or in ſuch Carriage without the Know- 28 Geo. III. c. 38.

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ledge of the Owner or Maſter, and without wilful Neglect or want of reaſonable Care in the Diſcharge of their Duty. And in Caſe where ſuch Evidence ſhall be given, the Maſter, &c. ſhall not be puniſhed, nor the Ship, Carriages, &c. forfeited; but the Articles themſelves are to be forfeited to the Benefit of the Surveyor.

154. Perſons, and their Aiders, Abettors and Aſſiſtants, inſuring the Conveyance of Sheep, Wool or any of the aforeſaid Articles to foreign Parts, to be liable to the ſame Puniſhment as Exporters. — 28 Geo. III. c. 38.

155. Perſons paying for ſuch Inſurance liable to the like Puniſhment, and the Articles inſured to be forfeited to the Informer. — 28 Geo. III. c. 83,

156. Any Perſon concerned in ſuch Inſurance giving Information to the Commiſſioners of the Cuſtoms within Six Months after the Tranſaction, ſhall be acquitted of the Offence, and have the Goods, after deducting Coſts of Proſecution, to his own Uſe, and retain the Inſurance; or in caſe the Party inſured, in that Time, diſcovers the Tranſaction, he ſhall recover back the Inſurance Money, or if it is unpaid ſhall not be obliged to pay it, and ſhall not be liable to any Penalty. — 28 Geo. III. c. 38.

157. Policies of Inſurance made on Goods and Merchandizes which ſhall afterwards appear to be on Wool, or any of the aforeſaid Articles, to be deemed null and void, notwithſtanding any Words or Agreement w a ver which ſhall be inſerted in ſuch Policies, and nothing ſhall be recovered from the Inſurer. — 28 Geo. III. c. 38,

158. Commiſſioned Officers of King's Ships are empowered, in any Port, Creek or Road, or on the open Sea, within their Station, to ſearch Veſſels, and if any Sheep

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or Articles aforeſaid be found on board, and the Maſter ſhall not produce a lawful Cocquet or Warrant licenſing ſuch Articles to be cartied Coaſtwiſe, or to Guernſey, Jerſey, Alderney or Sark, the Veſſel may be ſeized, and carried, with the Crew and Cargo, into ſome Port in Great Britain, and delivered to the Collector of the Cuſtoms there. 28 Geo. III. c. 38.

159. Perſons obſtructing, wounding or beating any Perſons putting this Act into Execution, or Perſons being armed with offenſive Weapons, or diſguiſed, who ſhall reſcue or attempt to reſcue any Seizure, ſhall be tranſported for a Term not exceeding Seven Years, and be deems Felons if they return to Great Britain before the Expiration of the Time for which they ſhall be tranſported. 28 Geo. III. c. 38.

160. Perſons Bribing or offering any Bribe to Officers, &c. to connive at any Removal or Exportation contrary to this Act, or to do any Thing whereby the Proviſions thereof may be evaded or broken, to forfeit £300. whether the Offer or Promiſe ſhall be accepted or performed or not. 28 Geo. III. c. 38.

161. Perſons exporting or attempting to export Sheep or the aforeſaid Articles, and all Aiders and Abettors, may be carried before a Juſtice of the Peace, who may commit them to Goal till the next General Quarter Seſſions, there to be tried, &c. and, on Conviction, puniſhed as beforementioned. 28 Geo. III. c. 38.

162. If it ſhall appear, to the Satisfaction of the Juſtices before whom the Offender is convicted of any Offence for which only a pecuniary Penalty is impoſed, that the Offender has not Goods ſufficient to anſwer the Penalty, then, without giving any Warrant for the Purpoſe, or if the Penalties

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nalty cannot be levied by the Warrant which ſhall be iſſued, the Juſtices ſhall commit every Offender to the common Goal or Houſe of Correction, to remain for a Time not exceeding Three Calender Months, unleſs the whole Penalty is ſooner paid; provided, that if the Offender, before actual Commitment, procures two ſufficient Sureties for Payment of the Penalty and Charges in Fourteen Days, excluſive of the Day of Conviction, the Juſtices may accept ſuch Security: On Non-payment at the Time ſtipulated, the Party convicted, and his Sureties, to be apprehended and committed to the common Goal or Houſe of Correction, for ſuch Time as the Party convicted was liable to be impriſoned in caſe no ſuch Security had been given, unleſs the Penalty and Charges be ſooner paid. } 28 Geo. III. c. 38.

163. Perſons proſecuted before the Juſtices under this Act may appeal to the Quarter Seſſions, on giving Notice within Fourteen Days after Conviction of ſuch Appeal, and entering Recognizance to proſecute ſuch Appeal; and in caſe the Judgment appealed againſt be affirmed, the Party appealing ſhall pay double Coſts; but if the Appellant pays the Penalty, or goes to Priſon, Recognizance is not to be required. } 28 Geo. III. c. 38.

164. The firſt three Perſons who ſhall have been aiding or abetting the Exportation of Wool, or the ſaid Articles not being, the Owner or Part Owner, who ſhall give Information to a Juſtice of the Peace, whereby this Act may be put in Execution, ſhall not ſuffer any of the Penalties or Puniſhments before-mentioned; and if the Owner of any Ship, or Maſter, Mariner, or Perſon aiding or aſſiſting, ſhall, within three Months after his Knowledge thereof, } 28 Geo. III. c. 38.

or

or his return to Great Britain, give the firſt Information before the Head Officer of any Port, or a Juſtice of the Peace, &c. on Oath, of the Articles exported, by whom, where, and in what Veſſel, and ſhall enter into Recognizance with two Sureties to give Evidence thereof, then ſuch Owner, Maſter, &c. ſhall not be liable to any Penalty or Forfeiture in this Act, but ſhall be entitled to receive the Benefit thereof on Conviction of the Offender.

165. It ſhall not be lawful for any Perſon to make or cauſe to be made any Policy of Aſſurance upon any Ship or Goods without inſerting in ſuch Policy the Name or Names, or the uſual Stile and Firm of Dealing of one or more of the Perſons intereſted in ſuch Aſſurance on, inſtead thereof without inſerting in ſuch Policy the Name or uſual Firm and Stile of Dealing of the Conſignor or Conſignee of the Goods and Effects, or the Name or uſual Stile or Firm of the Perſons reſiding in Great Britain, who ſhall receive Orders for and effect ſuch Policy, or of the Perſons who ſhall give Orders to the Agents immediately employed to negotiate or effect ſuch Policy, and every Policy contrary hereto ſhall be void. 28 Geo. III. c. 56.

166. Tea, on which the Drawback is allowed to Jerſey, Guernſey, Gibraltar, or ſome Port on the Continent of Europe, where there ſhall be a Britiſh Conſul, if after ſhipping for Exportation the ſame ſhall be relanded or landed at any Place other than that for which ſhipped, the Maſter of the Veſſel ſhall forfeit treble the Value thereof. 29 Geo. III. c. 59.

167. When any Veſſel ſhall take on board Tobacco in the Britiſh Plantations in America, to be imported into Great Britain, the Collector and Comptroller at ſuch

Place,

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Place, or (if there be none) two other Chief Officers of the Cuſtoms, ſhall, on clearing the Veſſel, deliver to the Maſter a Manifeſt, under their Hands and Seals of Office, containing the Name of the Place where ſuch Tobacco is taken on board, the Name and Built of the Veſſel, the Tonnage according to the Regiſter, the Chriſtian and Surname of the Maſter, the Place where the Veſſel belongs, and a true Account of the Tobacco laden on board, with the Number of Hogſheads, &c. and the Weight on each, as alſo the Marks thereon, and the Tare; ſuch Weight and Tare to be marked on ſuch Hogſhead; and when any Veſſel ſhall take on board Tobacco in the United States of America, the Maſter of the Veſſel ſhall bring a ſimilar Manifeſt, ſigned by himſelf, upon which there ſhall be endorſed the Oath of the Maſter teſtifying the Truth thereof, and ſworn to before the Britiſh Conſul before Clearing; if no Conſul, then before ſome Magiſtrate or Public Officer near the Place of Shipping. Maſters bringing Tobacco without ſuch Manifeſt to forfeit £ 200. } 29 Geo. III. c. 68.

Note, By Miſtake it ſometimes happens, that a *Certificate* of Oath having been made, is indorſed inſtead of the *Oath itſelf*; but this is not right, for though it may be thought ſufficient to prove the Truth of the Manifeſt, yet the Law does not allow it.

168. Snuff imported ſhall not be *entered or reported for Exportation* in the ſame Ship, or exported therein; and all Entries and Reports to be contrary are void. } 29 Geo. III. c. 68.

169. Whenever the Prices of middling Britiſh Wheat, Rye, Barley, Bigg, Beer, or Oats, ſhall appear, according to the Methods directed by this Act, to be under the Prices ſpecified in the following Table

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A. there ſhall be allowed on Wheat, Rye, Barley, Beer, Bigg, or Oats, ground or unground, being of the Growth of this Kingdom, and on Malt made of ſuch Barley, Beer or Bigg, and on Biſcuit made of ſuch Wheat, as ſpecified in the ſaid Table, on the Exportation in Britiſh-built Ships, owned and navigated according to Law, the Bounties ſubjoined in the Table to each Article. } 31 Geo. III. c. 30.

CORN.

TABLE A.

Shewing the Prices under which certain Bounties are allowed on the Exportation of the ſeveral Sorts of ground or unground Corn.

	Wheat.	Rye.	Barley. Beer. Bigg.	Oats.	Oat-meal.
Under per Quarter.	44*s.*	28*s.*	22*s.*	14*s.*	13*s.* per Boll.

Bounties in ſuch Caſes payable on the following Articles exported:

On Wheat, 5*s.* per Quarter. Wheat Meal, 1*s.* 3*d.* per Hundred Weight. Wheat Flour, and Biſcuit made of Wheat, 1*s.* 6*d.* per Hundred Weight.	On Rye, 3*s.* per Quarter. Rye-Meal, and Flour, 9*d.* per Hundred Weight.	On Barley, Beer, or Bigg, and on Malt made of Barley, Beer, or Bigg, 2*s.* 6*d.* per Quarter. Barley Meal and Beer Meal, and Bigg Meal, 10*d.* per Hundred Weight.	On Oats, 2*s.* per Qr.	1*s.* 6*d.* per Boll.

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170 On the Entry of Biſcuit for Exportation to obtain the Bounty, the Exporter ſhall make Oath that the ſame is made of Britiſh Wheat, and is really intended to be exported as Merchandize, and not for the Uſe of the Ship during her then Voyage or any future Voyage (ſuch Oath to be taken before the Collector at the Port of Exportation), and no Bounty ſhall be paid for any Quantity of Biſcuit ſhipped that does not exceed One Hundred Weight for every Mariner or Paſſenger on Board, nor for leſs than Two Tons ſhipped over and above the Ship Stores allowed for every Mariner or Paſſenger, in the Proportions herein beforementioned; and no Biſcuit ſhall be allowed in the Victualling Bill of any Ship carrying out Biſcuit as Merchandize; but when the Debenture for Biſcuit exported ſhall be brought into the Searcher's Office to be certified, then the Searcher is to deduct from the Quantity uſually allowed in the Voyages, not exceeding for each Mariner or Paſſenger the Proportions beforementioned. — 31 Geo. III. c. 30.

171. The Exporter of ſuch Corn or other Articles ſhall, before Exportation, become bound to His Majeſty, in a Bond, with the Maſter of the Ship in which ſuch Corn or other Articles are to be exported, and alſo with one ſufficient Surety, (to be approved of by the Collector and Comptroller of the Cuſtoms,) in treble the Value thereof, with Condition that the ſaid Corn or other Articles ſhall be landed at the Places for which entered, or at ſome other Place not within this Kingdom, and ſhall not be relanded in this Kingdom, nor be landed or ſold in the Iſle of Man, Guernſey, Jerſey, Alderney, or Sark; and ſuch Bond ſhall be diſcharged in the Manner herein-after mentioned, (that is to ſay) for

ſuch Articles as ſhall be landed in Ireland, or any Part of Europe not within the Streights of Gibraltar, the Condition of the Bond ſhall be to bring a Certificate in Diſcharge thereof within Six Months from the Date of the Bond; and for ſuch Articles as ſhall be landed at Gibraltar, or any Foreign Parts within the Streights of Gibraltar, within Twelve Months from the Date of the Bond; and for ſuch Articles as ſhall be landed in any Part of Africa not within the Streights of Gibraltar, and on this Side of the Cape of Good Hope, or any Part of America, within Eighteen Months from the Date of the Bond; and for ſuch Articles as ſhall be landed at St. Helena, or in any Place at or beyond the Cape of Good Hope, within Thirty Months from the Date of the Bond: Which Certificate for ſuch Articles as ſhall be landed in Ireland, or any other Part of His Majeſty's Dominions, Plantations or Settlements, where any Officer of the Cuſtoms ſhall be reſident, ſhall be ſigned by the proper Officer of the Cuſtoms there, certifying that ſuch Articles were there landed; and for want af ſuch Officer it ſhall be ſigned by the Governor of ſuch Iſlands, &c. or in his Abſence, by the Deputy Governor; and in Guernſey, Jerſey and Alderney it ſhall be ſigned by the Governor or Deputy Governor, as well as by the proper Officer of the Cuſtoms: And for ſuch Articles as ſhall be landed at any Foreign Port, ſuch Certificate ſhall be ſigned by the Britiſh Conſul, if any reſiding there; and if not, then under the Common Seal of the Chief Magiſtrate of ſuch Port; or if no Chief Magiſtrate, under the Hands and Seals of Two known Britiſh Merchants reſident at ſuch Port, teſtifying that ſuch Articles were there landed: And ſuch Bond may alſo be

31 Geo. III. c. 30.

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diſcharged, upon Proof made, to the Satisfaction of the Commiſſioners of the Cuſtoms, that ſuch Articles were taken by Enemies or periſhed in the Seas.

172. The Bounty ſhall be paid by Debenture, on Oath made by the Exporter or his own Servant, at the Time of Entry for Exportation, that the Articles are of the Growth of this Kingdom, and on Certificate of the Searcher of the Cuſtoms that the Articles have been ſhipped, and on the Oath of the Owner or Maſter of the Veſſel that ſuch Veſſel was Britiſh built and owned, and navigated according to Law, and on Oath of the Exporter on the Debenture that the ſaid Articles had been duly exported; and in the Caſe of Malt malted and ſhipped for Exportation, on a Certificate being produced from the proper Officer of Exciſe, that ſuch Malt had been malted in ſuch Manner as to entitle it to the Bounty, after the Rate of Thirty Quarters of Malt for every Twenty Quarters of Barley. (Such Oath to be taken before the Collector, &c. at the Port of Exportation.) — 31 Geo. III. c. 30.

173. Whenever the Prices of middling *Britiſh* Wheat, Rye, Barley, Beer, Bigg, Oats, Peaſe, or Beans, ſhall appear, according to the Methods directed by this Act for aſcertaining the Prices of Corn, to be at or above the Prices ſpecified in the following Table marked B. no Perſon or Perſons whatever, ſhall, directly or indirectly, export, or cauſe to be exported, from any Port or Place of this Kingdom, or ſhall load or lay on Board, or cauſe to be laden or laid on Board, in any Ship, Veſſel or Boat, in order to be exported, any of the Sorts of Corn before mentioned, or any Articles made thereof, except Starch, as ſpecified in the ſaid Table. — 31 Geo. III. c. 30. 33 Geo. III. c. 65.

TABLE

TABLE B.

Shewing the Prices at or above which Exportation of the ſeveral Articles therein mentioned is prohibited.

	Wheat.	Rye, Peaſe, Beans.	Barley, Beer, Bigg.	Oats.
If at or above per Quarter	46*s.*	30*s.*	23*s.*	15*s.*
Then not to export	Wheat or Meal, Flour, Malt, Bread or Biſcuit made of Wheat.	Rye, Peaſe or Beans, or Meal, Flour, Bread, or Biſcuit, made of Rye, Peaſe, or Beans.	Barley, Beer, or Bigg, or Meal Flour, Malt, Bread or Biſcuit made of Barley, Beer or Bigg	Oats or Meal, Malt, Bread or Biſcuit made of Oats.

174. Such Corn or other Articles which ſhall be ſo exported, or ſo laden on Board in any Ship, Veſſel or Boat, in order to be exported out of this Kingdom, contrary to this Act, ſhall be forfeited, and every Offender therein ſhall forfeit 20*s.* for every Buſhel of Wheat, Rye, Peaſe or Beans, Barley, Beer or Bigg, Oats or Meal, Flour or Malt, made of any of the aforeſaid Sorts of Corn, and 12*d.* for every Pound Weight of Biſcuit Bread made thereof, which ſhall be ſo exported, or ſo laden on Board in any Ship or other Veſſel, or Boat, in order to be exported out of this Kingdom; and alſo the Ship or other Veſſel, or Boat, wherein any of the ſaid Articles before ſpecified ſhall be exported, or upon which any of the ſaid Articles ſhall be laden in order to be exported, and all her Guns, Furniture, Ammunition, Tackle and Apparel, ſhall be forfeited.

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175. Provided that nothing in this Act ſhall extend to prevent Evidence from being received, to the Satisfaction of the Com-

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missioners of the Customs, in case any Ship or Vessel shall be under Seizure for having any Corn or any of the other Articles as aforesaid on Board, contrary to the Meaning of this Act; or to prevent Evidence from being received in any Suit or Information brought for the Forfeiture of any Ship or Vessel on Account of such Corn or other Articles being so on Board, in order to shew, from the Smallness of the Quantity of the said Corn and other Articles, and other Circumstances of the Case, that the said Corn or other Articles were on Board such Vessel without the Knowledge and Privity, either of the Owner, or of the Master or other Person having the Charge or Command thereof, and without any wilful Neglect or Want of reasonable Care in the Discharge of the Duty of such Owner, Master, or other Person having the Charge or Command of such Ship or Vessel, and in every such Case, where Proof shall be so made, such Ship or Vessel shall not be forfeited on Account of such small Quantity of Corn or other Articles as aforesaid. } 31 Geo. III. c. 30.

176. Provided, that if any Person shall have entered Outwards any Corn or other Articles, and shall have begun to ship or lay the same on Board, during the Time that the Prices of middling *British* Corn, taken in the Manner hereinafter directed, shall be under the Rates at or above which the Exportation of such Corn or other Articles is prohibited by this Act, such Person shall not be prohibited from exporting such Corn or other Articles actually shipped or laden on Board, or so much thereof, expressed in such Entry, as shall be so shipped or laden on Board within Twenty Days from the Entry thereof at the Custom-House for Exportation, although the

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Prices of Corn may have riſen to the Rates at or above which the Exportation of ſuch Corn or other Articles are prohibited. Provided alſo, that this Act ſhall not extend to prohibit, at any Time, the carrying out of ſuch, or ſo much of the ſaid Corn or other Articles, as ſhall be neceſſary to be carried in any Ship or Veſſel on its Voyage out and Home, for the Suſtenance, Diet, and Support of the Commander, Maſter, Mariners, Paſſengers, and others, or for the Uſe or Suſtenance of the Cattle, Live Stock, or other Animals on Board of ſuch Ship or Veſſel; or for victualling or providing any of His Majeſty's Ships of War, or other Ships or Veſſels in His Majeſty's Service; or for victualling or providing any of His Majeſty's Forces, Forts or Garriſons; or to prohibit, at any Time, the Exportation of Beans to the *Britiſh* Forts, Caſtles or Factories in Africa, or for the Uſe of *Britiſh* Ships trading upon that Coaſt, which have uſually been ſupplied with the ſame from Great Britain; or to prohibit at any Time any Perſon or Perſons from ſhipping or putting on Board, except as hereinafter provided, any Corn, or any of the Articles aforeſaid, to be carried Coaſtwiſe, that is to ſay, from any Port, Creek, Member, or Part of the Kingdom of Great Britain, to any other Port, Creek, Member, or Part of the ſame reſpectively, having ſuch or the like Coaſt-Sufferance and Cocquet, or other Coaſt-Diſpatch for that Purpoſe, and on ſuch or the like ſufficient Security being firſt given for the landing and diſcharging the ſame, as now is or may be by Law required; or to prohibit the ſeveral Sorts of Corn and other Articles from being exported to certain Places out of and from certain Ports in this Kingdom, and deſcribed in the

31 Geo. III. c. 36.
33 Geo. III. c. 65.

following

following Table, marked C. for the Purpoſes and in the Quantities therein mentioned, ſo as the whole Quantities to be exported within Twelve Calendar Months from every 15th Day of November, do not exceed the ſeveral Quantities therein limited.

TABLE C.

Shewing the Quantities of Corn and other Articles that may be exported in One Year to certain Places, for the Suſtenance and Uſe of the Inhabitants thereof, from certain Ports.

To what Place.	From what Port.	Corn and other Articles.	Quantity. Qrs.	Quantity. Tons.
Gibraltar	London	Wheat, Wheat Meal or Flour, Rye, Barley or Malt, or Peaſe, not exceeding in the Whole - -	2500	—
Guernſey, Jerſey, and Alderney	Southampton -	Wheat, Wheat Meal or Flour, Rye, Barley or Malt, or Bread, Biſcuit or Peaſe, not exceeding in the Whole - -	9800	—
Iſle of Man	Whitehaven -	Wheat, Wheat Meal or Flour, Barley, Oats, not exceeding	1000	—
	Liverpool - -	Ditto, ditto -	1000	—
	Kirkcudbright	Ditto, ditto -	500	—
St. Helena, Bencoolen, and the Company's Settlements in the Eaſt-Indies.	Great Britain by the Eaſt-India Company	Wheat, Wheat Meal, Flour, Rye, Barley or Malt, not exceeding in the Whole	1500	—
The Britiſh Forts, Caſtles or Factories in Africa	By the Committee of the Company of Merchants trading to Africa. - -	Wheat Flour, not exceeding - -	—	33
		Biſcuit, not exceeding - -	—	15

To

Table C. *continued.*

To what Place.	From what Port.	Corn and other Articles.	Quantity. Qrs.	Quantity. Tons.
His Majeſty's Sugar Colonies in the Weſt-Indies, in which the Bahama, and Bermuda or Somer Iſlands are included.	From ſuch Ports and in ſuch Proportions to each Iſland reſpectively, and in ſuch Proportions in each and every Three Months as ſhall be directed by the Lords of His Majeſty's Privy Council, appointed for the Conſideration of all Matters relating to Trade and foreign Plantations.	Barley - -	5000	—
		Beans - -	20000	—
		Oats - -	25000	—
		Peaſe - -	4000	—
		Rye - -	500	—
		Wheat - -	1000	—
		Wheat Flour -	—	3220
		Biſcuit - -	—	950
		Grotts - -	—	25
		Oatmeal -	—	600
The Bay of Honduras or Coaſt of Yucatan, for the Suſtenance and Uſe of the Britiſh Settlers there,	From ſuch Ports as ſhall be directed by the Lords of His Majeſty's Privy Council, appointed for the Conſideration of all Matters relating to Trade and Foreign Plantations. -	Flour, not exceeding	—	250
		Biſcuit - -	—	50
		Peaſe - -	—	20
		Oatmeal - -	—	20
		Barley - -	115	—
Hudſon's Bay, for the Benefit of the the Hudſon's Bay Company, and their Servants reſiding there,	London - -	Wheat, Meal, or Flour, not exceeding	—	500
		Oats, Oatmeal, Grotts, Barley, Peaſe, Beans, Malt, and Biſcuit, not exceeding	1000	
Newfoundland,	London - -	Peaſe - -	500	—
		Biſcuit - -	—	500
		Flour - -	—	64
	Briſtol - -	Peaſe - -	450	—
		Biſcuit - -	—	500
		Flour - -	—	48
	Poole - -	Peaſe - -	1300	—
		Biſcuit - -	—	1400
		Flour - -	—	400
	Dartmouth -	Peaſe - -	850	—
		Biſcuit - -	—	850
		Flour - -	—	240
	Topſham and Tingmouth, in the Whole from both Places	Peaſe - -	1200	—
		Biſcuit - -	—	900
		Flour - -	—	240

Table C. continued.

To what Place.	From what Place.	Corn and other Articles.	Quantity. Qrs.	Tons.
Newfoundland	Liverpool	Peaſe	280	—
		Biſcuit	—	300
		Flour	—	48
	Weymouth	Peaſe	240	—
		Biſcuit	—	120
		Flour	—	32
	Plymouth	Peaſe	200	—
		Biſcuit	—	200
		Flour	—	40
	Cheſter	Peaſe	240	—
		Biſcuit	—	200
		Flour	—	48
	Port Glaſgow and Greenock, in the Whole from both Places	Peaſe	100	—
		Biſcuit	—	150
	Barnſtaple	Peaſe	150	—
		Biſcuit	—	150
		Flour	—	64
	Southampton	Peaſe or Flour	300	—
		Biſcuit	—	150
	Cowes	Peaſe or Flour	300	—
		Biſcuit	—	120
Nova Scotia	London	Peaſe	600	—
		Biſcuit	—	400
		Flour	—	48
	Briſtol	Peaſe	400	—
		Biſcuit	—	350
		Flour	—	32
	Poole	Peaſe	200	—
		Biſcuit	—	200
		Flour	—	32
	Dartmouth	Peaſe	300	—
		Biſcuit	—	300
		Flour	—	48
	Topſham and Tingmouth, in the Whole from both Places	Peaſe	400	—
		Biſcuit	—	400
		Flour	—	48
	Plymouth	Peaſe	300	—
		Biſcuit	—	300
		Flour	—	40
Bay Chaleur	London	Peaſe	500	—
		Biſcuit	—	400
		Flour	—	80

Table

Table C. *continued.*

To what Place.	From what Port.	Corn and other Articles	Quantity. Qrs.	Tons.
Bay Chaleur	Briſtol	Peaſe	400	—
		Biſcuit	—	300
		Flour	—	32
	Poole	Peaſe	200	—
		Biſcuit	—	200
		Flour	—	48
	Dartmouth	Peaſe	300	—
		Biſcuit	—	300
		Flour	—	48
	Topſham and Tingmouth, in the Whole from both Places	Peaſe	400	—
		Biſcuit	—	400
		Flour	—	48
	Plymouth	Peaſe	300	—
		Biſcuit	—	300
		Flour	—	30
Sierra Leone, for the Benefit of the Sierra Leone Company and the Settlers there.	London	Flour and Oatmeal	—	21
		Barley and Peaſe	25	—
Labrador	London	Peaſe	500	—
		Biſcuit	—	400
		Flour	—	32
	Briſtol	Peaſe	400	—
		Biſcuit	—	300
		Flour	—	32
	Poole	Peaſe	200	—
		Biſcuit	—	200
		Flour	—	32
	Dartmouth	Peaſe	300	—
		Biſcuit	—	300
		Flour	—	56
	Topſham and Tingmouth, in the Whole from both Places	Peaſe	400	—
		Biſcuit	—	400
		Flour	—	48
	Plymouth	Peaſe	200	—
		Biſcuit	—	300
		Flour	—	30
Portugal or elſewhere	From Kirkwall, under ſuch Limitations and Reſtrictions as ſhall be made by the Lords of His Majeſty's Privy Council appointed for the Conſideration of all Matters relating to Trade and Foreign Plantations	Beer or Bigg, the Growth of the Iſlands of Orkney.	5000	

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In the foregoing Table Fifty-ſix Pounds Avoirdupois of Wheat Meal and Forty-five Pounds Avoirdupois of Wheat Flour is to be deemed equal to every Buſhel of unground Wheat, and Twenty-two Pounds Avoirdupois of Oatmeal ſhall be deemed equal to every Buſhel of unground Oats.

177. Whenever any of the ſeveral Sorts of Corn are prohibited to be exported, the Lords in Council may, in Addition to the Quantity ſpecified in Table C. as allowed to be exported to the Sugar Colonies in the Weſt Indies (including the Bahama and Bermuda or Somer's Iſlands,) allow the Exportation to the Colonies in the Weſt Indies, ſpecified in Table C. and to the French Iſlands which may now or hereafter come into His Majeſty's Poſſeſſion, the following Quantities of Corn-Meal, Flour, and Biſcuit, viz. 31 Geo. III. c. 30. 33 Geo. III. c. 65. 34 Geo. III. c. 71.

5000 Quarters of Barley,
20000 Quarters of Beans,
25000 Quarters of Oats,
4000 Quarters of Peaſe,
500 Quarters of Rye,
1000 Quarters of Wheat,
600 Tons of Oatmeal,
3220 Tons of Wheat Flour,
950 Tons of Biſcuit, and
25 Tons of Grots,

ſubject to the Regulations, Penalties, and Forfeitures of theſe Acts.

178. The Exporter of Corn, &c. to any of the Places mentioned in Table C. or for His Majeſty's Forces, Forts, or Garriſons, or for the Uſe of the Britiſh Ships trading on the Coaſt of Africa, or Beans for the Britiſh Forts, Caſtles, or Factories in Africa, ſhall, before ſhipping, declare the Place for which the Articles are to be

exported;

exported; and, with the Maſter of the Ship, ſhall give Bond, with one other ſufficient Security, to be approved by the Collector and Comptroller of the Cuſtoms, in treble the Value thereof, with Condition that the ſaid Articles ſhall be landed at the Places for which entered, for the Purpoſes aforeſaid, and ſhall not be landed or ſold in any other Parts, (the Danger of the Seas and Enemies excepted;) and ſuch Bond is to be diſcharged upon producing ſuch Certificate as before required, with Reſpect to Corn, &c. on Bounty, within the Times therein ſpecified (ſee No. 171) or on Proof made to the Satisfaction of the Commiſſioners of the Cuſtoms that ſuch Articles were taken by Enemies or periſhed in the Seas; provided that in caſe ſuch Corn, &c. ſhall be exported for the Uſe of His Majeſty's Forces, Forts or Garriſons, there ſhall alſo be a Certificate of the Commiſſary of Proviſions, or any Perſon who ſhall receive the ſame into his Charge for the Uſe of His Majeſty's Forces, teſtifying the Quantity received by him. } 31 Geo. III. c. 30.

179. The Inhabitants of Guernſey, Jerſey or Alderney may tranſport directly from thence to Newfoundland and the Britiſh Plantations in America where the Fiſhery is carried on, on board any Ship which may lawfully trade there, the Whole or ſo much of the Wheat, Rye, Barley and Meal, Flour, Malt, Biſcuit, or Peaſe allowed to be imported into the ſaid Iſlands, as ſhall be fit for the Fiſhery or Support of the Mariners employed in the Fiſhery, in the ſame Manner and under the ſame Limitations, &c. as in 9 Geo. III. c. 28. } 31 Geo. III. c. 30.

180. But not to extend to Corn, &c. exported to Ireland during ſuch Time as any general Prohibition or Embargo on

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the Exportation ſhall be in Force in that Kingdom, the ſame having been notified in the London Gazette; but that during the Time that ſuch Prohibition or Embargo on the Exportation ſhall be in Force in that Kingdom, Corn, &c. may be exported to Ireland, ſo as the Exporter, before ſhipping, declare upon Oath, before the Collector or other Chief Officer of the Cuſtoms, that all ſuch Corn, &c. is intended to be exported to Ireland, ſpecifying the Port to which the ſame is intended to be exported, and he, together with the Maſter of the Ship, ſhall become bound in a Bond, with one other ſufficient Security, in treble the Value of ſuch Corn, with Condition that he will carry the ſame to ſome Port in Ireland; and ſuch Bond ſhall be diſcharged upon producing a Certificate of the Collector or Chief Officer of the Cuſtoms at the Port in Ireland for which the ſame was entered, in Manner before directed with reſpect to Corn, &c. on Bounty. See Sec. 5. No. 181. } 31 Geo. III. c. 30.

181. His Majeſty, with the Advice of his Privy Council, at all Times, whether Parliament ſhall be ſitting or not, may allow, in Addition to the Quantities ſpecified in Table C, the Exportatioon of Corn, &c. in any Quantities not exceeding 6000 Quarters of each of the ſeveral Sorts of unground Corn, and 300 Tons of each of the ſeveral Sorts of ground Corn or Biſcuit, in any One Year, on the Exporters, with the Maſters of the Ships, giving Bond with One other Surety, in Manner laſt mentioned, with reſpect to Corn, &c. to be exported in the Quantities and Proportions mentioned in Table C; and ſuch Bond ſhall be diſcharged alſo in the Manner laſt directed. } 31 Geo. III. c. 30. 33 Geo. III. c. 65.

182.

182. Foreign Corn, &c. imported and not warehouſed, or which ſhall have been warehouſed, and afterwards delivered out to be uſed or conſumed in this Kingdom; or Malt, Meal, or Flour, made of ſuch Foreign Corn, ſhall not afterwards be exported at ſuch Time as Britiſh Corn, &c. of the ſame Sort are not allowed to be exported from the ſame Port. — 31 Geo. III. c. 30.

183. Any Sort of Corn, &c. Foreign or Britiſh, or any Malt made of ſuch Corn, ſhall not be carried Coaſtwiſe, or otherwiſe conveyed from any Port in Great Britain, where the Exportation thereof is not allowed at the Time the ſaid Corn, &c. was actually ſhipped, and be landed or unſhipped at any other Port from whence the ſame may be then exported. — 31 Geo. III. c. 30.

184. No Debenture to be made out for Bounty, or any Corn, &c. ſhipped from any Port, where Corn, &c. of the ſame Sort is allowed to be imported at the low Duties. — 31 Geo. III. c. 30.

185. If Foreign Corn, &c. which ſhall have been imported, and not warehouſed, or Malt, Biſcuit, Meal or Flour, made of ſuch Foreign Corn, ſhall afterwards be exported, or ſhipped in order to be exported, the ſame ſhall be forfeited, and alſo the Veſſel or Boat on board which the ſame ſhall be loaded, together with her Guns, &c. and if any Sort of Corn ſhall be carried Coaſtwiſe, or otherwiſe conveyed from any Port in Great Britain, where the Exportation, &c. of ſuch Britiſh Corn, &c. is not allowed at the Time that the ſaid Corn, &c. was actually ſhipped, and be landed at any other Port in Great Britain, from whence the ſame may then be exported, ſuch Corn, &c. ſhall be forfeited; and whenever any Corn, &c. ſhall be ſhipped, to be carried Coaſtwiſe, at any Port from whence the Exportation of the like Species of Corn, — 31 Geo. III. c. 30.

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&c. ſhall not be allowed, beſides the Condition in the Coaſt Bond, the Bond ſhall be with farther Condition, that the ſaid Corn, &c. ſhall not be landed at any Port from whence the ſame Sort of Corn, &c. may then be exported.

186. But not to prevent any Britiſh or Foreign Corn, &c. brought Coaſtwiſe, from being landed in any Port where, at the Time of the Veſſel's arriving, the Exportation of ſuch Corn, &c. ſhall be allowed, if it ſhall appear by the Coaſt Cocquet, that the Exportation of ſuch Sort of Corn, &c. was prohibited at ſuch Port, at the Time of ſhipping, though the Prices thereof may have fallen at ſuch Port, ſo that the Exportation may then be allowed. 31 Geo. III. c. 30.

187. And not to prevent any Sort of Corn, Malt, Meal, or Flour, which ſhall be brought Coaſtwiſe from Great Britain to Grangemouth, in Stirling, within the Precinct of Borrowſtowneſs, or to Greenock, in the River Clyde, or to any Port or Creek in the ſaid River above Greenock, within the Precinct of Port Glaſgow, (and which according to the 31 Geo. III. c. 30, may not be landed there) from being unſhipped out of the Ship in which the ſame was brought Coaſtwiſe into a Lighter, and conveyed by the Canal called the Forth of Clyde Navigation to any Port or Creek on the ſaid Canal, or on the River Clyde, or in the Frith of Forth, at which the ſame, according to the Directions of the ſaid Act, may be landed; provided that before any Part be unſhipped, a Sufferance or Warrant be obtained from the Collector and Comptroller of the Cuſtoms; and that no Part be unſhipped without the Preſence of the proper Officer of the Cuſtoms, under Forfeiture, to be ſeized by any Officer of the Cuſtoms, &c. 32 Geo. III. c. 50.

provided

provided that ſuch Corn, ſo unſhipped into a Lighter, ſhall, in the Conveyance thereof, to the Port where it is to be landed, be accompanied with Sufferance or Warrant, with a Certificate indorſed thereon, under the Hand of the proper Officer, teſtifying the Quantity on board ſuch Lighter, and accompanied with the Coaſt Cocquet, unleſs where the Conveyance of the Ship's Cargo required more Lighters than One, in which Caſe the Cocquet ſhall accompany the Lading of the firſt only; and ſuch Corn, &c. ſhall be ſubject to the ſame Regulations, Penalties, &c. as if it had been brought Coaſtwiſe from the Port where it was originally ſhipped.

188. None of the Articles in Table (A) are to be carried Coaſtwiſe from any Port where Exportation is allowed without Bounty, to any Port where Bounty is allowed, on Forfeiture; but not to extend to Articles not arriving till Bounty is allowed, if it was not allowed at the Time of ſhipping, and ſhall ſo appear by the Coaſt Documents. 33 Geo. III. c. 65.

189. Malt ſhall be permitted to be carried Coaſtwiſe, or otherwiſe conveyed, from any Port where the Exportation is not allowed at the Time that the Malt was ſhipped, and be landed at any other Port from whence the ſame may be then exported, or from any Port where the Exportation is allowed without Bounty at the Time that the Malt was actually ſhipped, and landed at any other Port from whence the ſame may be exported with Bounty, provided due Proof be firſt made that the Duty of Exciſe has been paid upon the Malt, and that the Shipper enters into proper Securities for carrying the ſame Coaſtwiſe. 33 Geo. III. c. 65.

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190. Perſons may carry Coaſtwiſe, at any Time, Seed Corn, provided, in caſe ſuch Corn ſhall be prohibited to be exported, that during ſuch Prohibition Bond ſhall be given, purſuant 32 Geo. III. c. 50, and ſuch Corn ſhall, on the Shipping or removal Coaſtwiſe, be ſubject to all ſuch Rules, Penalties, &c. as are provided in the ſaid Act, on the Shipping and Removal of Goods Coaſtwiſe.

191. The Perſon intending to ſhip the ſame ſhall before ſhipping verify upon Oath, before the Collector, Comptroller, or Chief Officer of the Cuſtoms, that the Corn is Seed Corn, and intended for the Purpoſe of being uſed as Seed Corn, and for no other Purpoſe; and ſuch Perſon ſhall alſo give Bond, to remain in Force Twelve Months, that the Corn ſhall be uſed as Seed Corn, and for no other Purpoſe whatever; ſuch Bond to be given to His Majeſty in treble the Value of the Corn, and to be taken by the Collector, Comptroller, or other Chief Officer of the Cuſtoms; and in caſe ſuch Corn ſhall be uſed for any other Purpoſe than as Seed Corn, the Bond ſhall be forfeited, and the Perſon ſo uſing ſuch Corn ſhall forfeit treble the Value thereof. 33 Geo. III. c. 65.

192. For aſcertaining the Prices of Corn, &c. the ſeveral maritime Counties of England ſhall be divided into Diſtricts, in the following Manner (that is to ſay): London, Eſſex, Kent, and Suſſex ſhall be the Firſt Diſtrict; Suffolk and Cambridge the Second; Norfolk the Third; Lincoln and the Eaſt and North Ridings of the County of York, with the Town and County of Kingſton upon Hull, the Fourth; Durham and Northumberland, and the Town of Berwick upon Tweed the Fifth; Cumberland and Weſtmoreland the Sixth; Lancaſter and

Cheſter

Cheſter the Seventh; Flint, Denbigh, Angleſea, Carnarvon, and Merioneth the Eighth; Cardigan, Pembroke, Carmarthen, and Glamorgan the Ninth; Glouceſter, Somerſet, and Monmouth, and the City and County of the City of Briſtol the Tenth; Devon and Cornwall the Eleventh; and Dorſet and Hants the Twelfth; and in the Counties forming the Diſtricts beforementioned ſhall be included, as Part thereof, all ſuch Cities, Towns, or Places locally ſituated within the Counties, as are Counties of themſelves, or enjoy an exempt Juriſdiction of themſelves, and do not contribute to the Rate of the County in which they are ſituated. } 31 Geo. III. c. 30.

193. For the like Purpoſes, Scotland ſhall alſo be divided into Diſtricts, in the following Manner (that is to ſay): Fife, Kinroſs, Clackmannon, Stirling, Linlithgow, Edinburgh, Haddington, Berwick, Roxburgh, Selkirk, and Peebles ſhall be the Thirteenth Diſtrict; Dumfries, Wigton, and Ayr, and the Stewartry of Kircubright the Fourteenth; Argyle, Dumbarton, Lanerk, Renfrew, and Bute the Fifteenth; Orkney and Shetland, Caithneſs, Sutherland, Roſs, Inverneſs, Cromarty, Nairn, Elgin, Banff, Aberdeen, Kincardine, Forfar, and Perth the Sixteenth Diſtrict. } 31 Geo. III. c. 30.

194. Such of the Ports and Places in the Counties of Roſs and Inverneſs as are ſituated on the Weſt Coaſt of Scotland, including the Iſles comprehended in thoſe Counties, ſhall be deemed within the Fifteenth Diſtrict, and not within the Sixteenth Diſtrict, in which the ſaid Counties are comprized. } 31 Geo. III. c. 30.

195. The Exportation of Corn, &c. ſhall be regulated in London, and the Ports of Kent, Eſſex, and Suſſex, the Firſt Diſtricts, by the Prices of Corn and of

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Oatmeal, at the Corn Exchange in Mark Lane, London, as follows (that is to ſay): the ſeveral Proprietors of the Corn Exchange, who are intruſted with the Management thereof, ſhall within One Week after the Feaſt of St. John the Baptiſt, 1791, meet, and under their Hands and Seals nominate a fit Perſon (not being a Cornfactor or other Perſon buying Corn for Sale, or for the Sale of Malt, Meal, or Flour made thereof) to be Inſpector of Corn Returns, and ſo from Time to Time, within Twenty-eight Days after the Death, Removal, or Reſignation of ſuch Inſpector, to nominate and appoint ſome other proper perſon to be Inſpector of Corn Returns. — 31 Geo. III. c. 30.

196. In caſe of Neglect of the Proprietors of the Corn Returns, the Lord Mayor and Aldermen may appoint an Inſpector, &c. — 31 Geo. III. c. 30.

197. No Inſpector removable but by the Lord Mayor, &c. — 31 Geo. III. c. 30.

198. In caſe of Sickneſs, a Deputy Inſpector may be appointed, &c. — 31 Geo. III. c. 30.

199. Corn Factors to make Oath of the Quantity of Corn ſold and delivered, &c. — 31 Geo. III. c. 30.

200. Every ſuch Cornfactor ſhall return, on the Wedneſday in each Week, to the Inſpector of Corn Returns, an Account of the Quantities of each Sort of Corn and Oatmeal by him ſold and delivered during the Week, with the Prices thereof, according to the Meaſures in Table D; the Amount of every Parcel, with the Total Quantity and Value of each Sort of Corn, and of the Oatmeal, and by what Meaſure or Weight the ſame was ſold, with the Names of the Buyers thereof; in Default to forfeit 10*l.* — 31 Geo. III. c. 30.

201. The Inſpector of Corn Returns ſhall enter in a Book the Accounts of the Quantities and Prices of Corn and Oatmeal

received

received by him from the Cornfactors; and the ſame ſhall not be made public to any Perſon, unleſs called for or required by the Receiver of Corn Returns, or ſhall be required by any Order of the Lord Mayor or any Two of the Aldermen of the City, under Forfeiture of 10*l.* 31 Geo. III. c. 30.

202. The Inſpector of Corn Returns every Week is to make up, from the Returns received in that Week, the aggregate Quantity, according to the Meaſures in Table D, and Price of each Sort of Britiſh Corn and Oatmeal, that ſhall appear to have been ſold and delivered during ſuch Week in the City of London and Suburbs thereof; an Account of which Returns, and the aggregate Quantities and Prices, he is to enter in a Book, to be kept for that Purpoſe, and thereupon to make up the Average Prices of each Sort of Corn and Oatmeal ſold and delivered during ſuch Week; and he is, on the Friday in every Week, to tranſmit a Copy of the Account of the ſaid Average Prices to the Receiver of Corn Returns, who is to enter the ſame in a Book, to be kept for that Purpoſe, and tranſmit a Certificate of ſuch Average Prices, ſigned by him, to the Collector or Chief Officer of the Cuſtoms of the Port of London, and to the Collectors or Chief Officers of the Ports within Eſſex, Kent and Suſſex; and the ſaid Collectors, &c. are to receive and enter the ſame in a Book, and to cauſe a Copy thereof to be hung up in ſome public Place in the Cuſtom-Houſe, to which all Perſons may reſort; and the Exportation of Corn, &c. within London, Kent, Suſſex and Eſſex, ſhall be governed by ſuch Average Prices until new Average Prices ſhall in like Manner be made up, and a Certificate thereof tranſmitted to 31 Geo. III. c. 30.

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ſuch Collectors, &c. and be by them received.

203. The Exportation of Corn, &c. in the Eleven other Diſtricts in England, ſhall be governed in each Diſtrict by the Prices of each Sort of Corn and Oatmeal, taken in the Manner herein after mentioned, in the ſeveral Cities and Towns herein after named, viz. In the 2d Diſtrict, Ipſwich, Woodbridge, Sudbury, Hadleigh, Stowmarket, Bury St. Edmond's, Beccles, Bungay, Loweſtoff, Cambridge, Ely and Wiſbeach. In the 3d Diſtrict, Norwich, Yarmouth, Lynn, Thetford, Walton, Wymondham, Eaſt Dereham, Harleſton, Holt, Ayleſham, Fakenham, and Walſingham. In the 4th Diſtrict, Gainſborough, Glamford Bridge, Lowth, Boſton, Sleaford, Stamford, Spalding, York, Bridlington, Beverley, Howden, Hull, Whitby, and New Malton. In the 5th Diſtrict, Durham, Stockton, Darlington, Sunderland, Barnard Caſtle, Wolſingham, Belford, Hexham, Newcaſtle upon Tyne, Morpeth, Alnwick, and Berwick upon Tweed. In the 6th Diſtrict, Carliſle, Whitehaven, Cockermouth, Penrith, Appleby, and Burton. In the 7th Diſtrict, Liverpool, Ulverſtone, Lancaſter, Preſton, Ormſkirk, Warrington, Mancheſter, Bolton, Cheſter, Nantwich, Macclesfield, and Stockport. In the 8th Diſtrict, Hollywell, Mold, Denbigh, Wrexham, Tymauz, Llangollen, Beaumaris, Llannerchymed, Almwch, Carnarvon, Pwhelli, Conway, Bala, Couven, and Dolgelly. In the 9th Diſtrict, Cardigan, Lampeter, Aberyſtwith, Pembroke, Fiſhgud, Haverfordweſt, Carmarthen, Landilo, Kedwilly, Swanſey, Neath, and Cowbridge. In the 10th Diſtrict, Glouceſter, Cirenceſter, Tetbury, Stow on the Would, Tewkſbury, Taunton, Wells, Bridgewater, Frome, Wel- } 31 Geo. III. c. 30.

lington,

lington, Monmouth, Abergavenny, Chepſtow, Pontypool, and Briſtol. In the 11th Diſtrict, Exeter, Barnſtaple, Plymouth, Totneſs, Taviſtock, Kingſridge, Truro, Bodmin, Launceſton, Redruth, Helſtone, and Saint Auſtell; and in the 12th Diſtrict, Blandford, Bridport, Dorcheſter, Sherborne, Lyme Regis, Wareham, Wincheſter, Andover, Baſingſtoke, Fareham, Goſport, Newport, Ringwood, Southampton, and Portſmouth.

204. The Juſtices of the Peace for the Maritime Counties and the Ridings, or Diviſions thereof, at their Quarters Seſſions, are to appoint ſuch Perſons as appear beſt qualified within their Juriſdictions (not being a Miller, &c. or Perſon buying Corn for Sale, or for the Sale of Meal, Flour, Malt or Bread) reſiding near each of the Cities or Towns, except ſuch as are Counties of themſelves, or as have an exempt Juriſdiction, and which do not contribute to the Rate of the County, Riding or Diviſion in which they are ſituated, to collect weekly an Account of the Prices and Quantities of Corn and Oatmeal ſold and delivered in ſuch City or Town, and the Perſon ſo to be appointed ſhall be called Inſpector of Corn Returns, &c. } 31 Geo. III. c. 30.

205. The Mayor or Chief Officer, and the Juſtices of Peace of every ſuch City or Town, as is a County of itſelf, or enjoys an exempt Juriſdiction, and which doth not contribute to the Rate of the County, Riding or Diviſion in which it is ſituated, at the Quarter Seſſions of ſuch City or Town, ſhall in like Manner appoint ſuch Perſon as appears beſt qualified for that Purpoſe (not being a Miller, &c. or other Perſon buying Corn for Sale, or for the Sale of Meal, Flour, Malt, or Bread) reſiding near ſuch City or Town, } 31 Geo. III. c. 30.

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to collect weekly an Account of the Prices and Quanties of the ſeveral Sorts of Corn and Oatmeal ſold or delivered in ſuch City or Town, and the Perſon ſo to be appointed ſhall be called Inſpector of Corn Returns, &c.

206. The Inſpector may be removed for Neglect of Duty, &c. and in caſe of Death or Reſignation, other Perſons may be appointed to act till the Quarter Seſſions. 31 Geo. III. c. 30.

207. Inſpectors to take Oath that they will make due Returns to the Receiver of Corn Returns, of the Quantities and Prices of Corn and Oatmeal at the Market, according to the Accounts delivered by the Dealers in Corn and Oatmeal, and that they will uſe the beſt Endeavors to procure true Accounts, &c. 31 Geo. III. c. 30.

208. As ſoon as Inſpectors of Corn Returns have been appointed, all Millers, &c. or other Perſons being Dealers in Corn for Sale, or for the Sale of Meal, Flour, Malt, or Bread, are to return to the Inſpector an Account, in Writing, ſigned with their own Name, of the Quantities of each Sort of Corn and Oatmeal by them bought and received during any Week, on the 1ſt Market Day in the Week, with the Prices thereof, and by what Meaſure or Weight the ſame was bought, in default whereof, ſuch Miller, &c. ſhall forfeit a Sum not exceeding 10*l.* nor leſs than 40 ſhillings. 31 Geo. III. c. 30.

209. Millers, &c. to make Declaration that the Returns of Britiſh Corn and Oatmeal, which ſhall be bought and received, ſhall, to the beſt of their Knowledge and Belief, be true, &c. which Declaration is to be delivered to a Juſtice, to be filed by the Clerks of the Peace and Perſons acting; without making ſuch Declaration, or making falſe Returns, to forfeit not more than 10*l.* nor leſs than 2*l.* 31 Geo. III. c, 30.

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210. The Inſpector of Corn Returns to enter the Accounts of the Quantities and Prices of Corn returned to him by the Dealers, and return to the Receiver of Corn Returns an Account of the Quantities and Prices of the Corn ſold, &c. under Penalty of £10. } 31 Geo. III. c. 30.

211. The Receiver of Corn Returns ſhall, at the End of every Week, make up and compute from the Returns by him received of the Quantities and Prices of Corn and Oatmeal ſold and delivered in the Week immediately preceding in each of the Diſtricts of England, the Average Price, according to the Meaſure in Table (D), of each ſort of Corn and Oatmeal in each City or Town; which Returns and Average Prices he is to enter in a Book to be kept for that Purpoſe, and therefrom to make up and compute the Average Price of each Sort of Corn and of Oatmeal ſold and delivered during ſuch Week in each Diſtrict, by taking the Average of the Average Prices in each City or Town within each ſuch Diſtrict from whence Returns ſhall have been received; and the Receiver of Corn Returns is, without Delay, to tranſmit to the Collectors or other Chief Officers of the Cuſtoms of the ſeveral Ports or Places within each Diſtrict, a Certificate of the Average Prices of each Sort of Britiſh Corn, and of Oatmeal ſo made up and computed, and the Collectors and other Chief Officers are to receive and enter the ſame in a Book to be kept for that Purpoſe, and to cauſe a Copy thereof to be hung up in ſome public Places in the Cuſtom Houſe, to which all perſons may reſort, and the Exportation of Britiſh Corn ſhall be governed by ſuch Average Prices, until new Average Prices ſhall in like Manner be made up and computed, and a Certificate } 33 Geo. III. c. 65.

thereof tranſmitted to ſuch Collectors, &c. and be by them received.

212. The Exportation of Corn, &c. ſhall be governed in each of the Diſtricts in Scotland by the Prices of each Sort of Corn or Oatmeal, taken in the Manner herein after mentioned, viz. the Sheriff Depute of each of the Counties, and the Steward Depute of the Stewartry, in Scotland, or his Subſtitute, ſhall, on the 15th of every Month, or within Three Days thereafter, convene in open Court, at the uſual Court Place, at Twelve o'Clock Mid-day, before him, a Jury of not more than Seven or leſs than Five lawful Men of the County or Stewartry, not being Buyers of Corn or Oatmeal for Sale, of whom Two ſhall be choſen from among the Freeholders or Commiſſioners of Supply and Two from among the Farmers of Land, and the remaining Number from among the reputable Inhabitants carrying on Trade in ſome Town in that County or Stewartry, to fix and determine, upon Oath, the Weekly Market Prices of middling Britiſh Corn and Oatmeal, as the ſame were commonly bought and ſold in that County or Stewartry in each of the Four Weeks then laſt preceding; and the Sheriff, &c. ſhall, in the Preſence of the Jury, proceed to take Proof of the Weekly Market Prices of middling Britiſh Wheat, &c. as the ſame were commonly bought and ſold within that County or Stewartry in each of the ſaid Four Weeks, by examining, upon Oath, as many Perſons, reſident therein, and ſkilful in the Prices of Corn and Oatmeal, who are, by the Sheriff, &c. to be convened before him for that Purpoſe, as ſhall be neceſſary for complete Evidence of the Weekly Prices aforeſaid; and thereupon the ſaid Jury

31 Geo. III. c. 30.

ſhall,

ſhall, by Writing, under the Hands of the major Part of them, determine the Weekly Market Prices of Wheat, &c. in each of the ſaid Four Weeks, diſtinguiſhing therein all the Prices of each Sort of Corn and Oatmeal in each of the ſaid Four Weeks; of which Weekly Prices, ſo determined, the ſaid Sheriff ſhall return an exact Account, under his Hand, to the Receiver of Corn Returns at London, and every ſuch Return ſhall be lodged with the Receiver; provided, that every ſuch Jury ſhall fix and determine the Prices of Corn and Oatmeal by the ſame Meaſures and Weights as ſuch Corn and Oatmeal is bought and ſold in each County or Stewartry, and that the Sheriff, &c. in his Return, ſhall ſtate the Prices in like Manner, and ſhall alſo compute therefrom, and ſtate in his Returns, the Prices of ſuch Corn by the Wincheſter Buſhel, and the Price of ſuch Oatmeal by the Boll of 128 lbs. Scotch Troy, or 140 lbs. Avoirdupois; provided alſo, that the Prices of Corn and Oatmeal ſhall be fixed and determined in Manner aforeſaid at Glaſgow and at Paiſly, and at Thurſo, and at the County Towns in the other Counties; provided alſo, that the Depoſitions of the Perſons examined touching the Prices of Corn and Oatmeal ſhall be taken in Writing, and be ſigned by the Sheriff, &c. and ſhall, with the Determination of the Jury, be preſerved as Matter of Record by the Sheriff or Steward Clerk of that County or Stewartry, who ſhall give Extracts thereof to all Perſons demanding the ſame, upon Payment of the like Fees as are exigible for Extracts of Judicial Proceedings.

213. Every Sheriff, &c. in Scotland, ſhall have the like Powers for compelling the Attendance of any Perſon to give Evi-

dence

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dence, or to ſerve on any Jury, as he may exerciſe, to compel the Attendance of Witneſſes upon the Trial of any Criminal Indictment. 31 Geo. III. c. 30.

214. If any Sheriff, &c. ſhall neglect to cauſe the Prices of Corn and Oatmeal to be fixed, within Three Days after the Time appointed by this Act, or ſhall not, after fixing thereof, return, to the Receiver of Corn Returns, ſuch State of the Prices as is directed, ſuch Sheriff, &c. ſhall forfeit 20*l.* 31 Geo. III. c. 30.

215. The Receiver of Corn Returns is, within Ten Days after the 15th Day of every Month, to make up, from the laſt Monthly Returns by him received from each Sheriff, &c. an Account of the Weekly Prices of Corn contained in the laſt Monthly Returns within each Diſtrict of Scotland, diſtinguiſhing therein the Prices of each Sort of Corn in each Week, in each County or Stewartry comprehended in each Diſtrict; an Account of which Returns he is to enter in a Book, and therefrom to make up the Average Prices of each Sort of Corn, during the Four Weeks, within each Diſtrict; and the ſaid Receiver of Corn Returns is to tranſmit to the Collectors or other Chief Officers of the Cuſtoms of the ſeveral Ports within each Diſtrict of Scotland, a Certificate of the Average Prices of the ſeveral Sorts of Corn, and the Collectors, &c. are to enter the ſame in a Book, and cauſe a Copy thereof to be hung up in ſome public Place in the Cuſtom-Houſe, to which all Perſons may reſort; and the Exportation of Corn, &c. within that Diſtrict, ſhall be governed by ſuch Average Prices until new Average Prices ſhall be made up, and a Certificate thereof tranſmitted to ſuch Collectors, &c. and be by them received. 31 Geo. III. c. 30.

216. The Prices of each Sort of Corn and Oatmeal ſhall be taken in the Manner herein after directed, in the Cities and Towns within the Counties and Diviſions following, viz. In Eſſex, Chelmsford, Colcheſter and Romford; in Kent, Maidſtone, Canterbury and Dartford; in Suſſex, Chicheſter, Lewes and Rye; in Berks, Reading, Newbury and Windſor; in Bedford, Bedford, Wooburn and Potton; in Buckingham, Ayleſbury, Wycomb and Newport Pagnell; in Derby, Derby, Cheſterfield and Aſhburn; in Hertford, Hertford, Biſhop Stortford and Royſton; in Hereford, Hereford, Leominſter and Roſs; in Huntingdon, Huntingdon, St. Ive's and St Neot's; in Leiceſter, Leiceſter, Aſhby de la Zouch and Hinckly; in Middleſex, Uxbridge, Staines and Brentford; in Northampton, Northampton, Wellinborough and Peterborough; in Nottingham, Nottingham, Newark and Mansfield; in Oxford, Burford, Henley and Oxford; in Rutland, Oakham and Uppingham; in Salop, Ludlow, Shrewſbury and Whitchurch; in Stafford, Newcaſtle, Stafford and Burton upon Trent; in Surry, Croydon, Kingſton and Reigate; in Warwick, Coventry, Warwick and Birmingham; in Worceſter, Worceſter, Eveſham and Kidderminſter; in Wilts, Saliſbury, Devizes and Marlborough; in the Weſt Riding of York, Leeds, Haliſax and Doncaſter; in Brecon, Brecknock and Builth; in Montgomery, Montgomery and Pool; in Radnor, Knighton and Preſteigne. } 31 Geo. III. c. 30.

217. The Juſtices of the Peace for every ſuch County, &c. laſt mentioned, and the Mayor or other Chief Officer and Juſtices of the Peace of every ſuch laſt mentioned City or Town, which is a County of itſelf, or has an exempt Juriſdiction, and does

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not contribute to the Rate of the County, Riding or Diviſion in which it is ſituated, at their Quarter Seſſions are to appoint ſuch Perſon as appears to them beſt qualified for that Purpoſe within their reſpective Juriſdictions, (not being a Miller, &c. or other Perſon dealing in Corn for Sale, or for the Sale of Meal, Flour, Malt or Bread) reſiding near each of the Cities or Towns, to collect weekly an Account of the Average Prices of each Sort of Corn and Oatmeal ſold in ſuch City or Town, and the Perſon ſo to be appointed ſhall be called Inſpector of Corn Returns, &c. — 31 Geo. III. c. 30.

218. Such Inſpector to make Oath that he will make true Returns to the Receiver of Corn Returns, &c. — 31 Geo. III. c. 30.

219. Such Inſpector ſhall enter in a Book, an Account of the Average Prices, weekly, of each Sort of Corn and Oatmeal, according to the Meaſures in Table D, and return to the Receiver of Corn Returns, on the Tueſday in each Week, an Account of the Average Weekly Prices of the ſeveral Sorts of Corn and Oatmeal, ſold in the City or Town from which he is appointed Inſpector, on Penalty of £. 10. — 31 Geo. III. c. 30.

220. The ſaid Receiver is to enter ſuch Returns of the Prices received from the Counties, &c. laſt mentioned, in a Book, and once in every Week to cauſe an Abſtract of the Average Prices made up from all the Returns received, as well from the Diſtricts of the Maritime Counties of Great Britain, as from the Counties, &c. laſt mentioned, to be publiſhed in the London Gazette, in the Manner that ſhall be approved by the Privy Council, and ſhall Four Times in every Year tranſmit a Certificate to the Treaſurer of each County, &c. and the Lord Mayor and Aldermen of the City of London, and to the Mayor — 31 Geo. III. c. 30.

or

or other Chief Magiſtrate of ſuch Cities and Towns as are Counties of themſelves, or enjoy an exempt Juriſdiction, and which do not contribute to the Rate of the County, &c. in which they are ſituated, of the Returns which have been made by the Perſons within each ſuch County, &c. and alſo, whether ſuch Returns have been regularly made.

221. In caſe the Juſtices at any Quarter Seſſion ſhall think it neceſſary that any other Cities or Towns ſhould be appointed, either in the Maritime Counties, &c. or in the Counties, &c. laſt mentioned in England, for taking the Prices of Corn and Oatmeal, inſtead of any of the Cities or Towns named in this Act; and ſuch Juſtices, at their Seſſions, ſhall direct a Repreſentation to be made to His Majeſty, for the Purpoſe; ſuch City or Town, ſo propoſed by them in ſuch Repreſentation ſhall, upon the Approbation of His Majeſty in Council being ſignified to them, become a City or Town for taking the Prices of Corn and Oatmeal, inſtead of any of the Cities or Towns propoſed by them to be omitted. 31 Geo. III. c. 30.

222. If Returns ſhall be made to the Receiver of Corn Returns, from not leſs than Two-thirds of the Cities, &c. from which Returns are to be made in each Diſtrict of England, or from not leſs than Two-thirds of the Counties or Stewartry of Scotland, ſuch Number of Returns ſhall be deemed ſufficient for forming the Average Prices for the Purpoſes of regulating the Exportation of Corn, &c. 31 Geo. III. c. 30.

223. In caſe a ſufficient Number of Returns ſhall not be made from any of the Diſtricts, ſo as to enable the Receiver to make up the Average Prices, or in caſe no Copy of the Account of the Average Prices within

London and the Suburbs thereof be transmitted to the Receiver by the Inſpector, the Receiver is to compute, from the Quantities and Prices of Corn and Oatmeal in the Accounts returned to him from all other Parts of the Kingdom, the Average Price of each Sort; and to tranſmit a Certificate thereof to the Collectors or Chief Officers of the Ports of every Diſtrict from which ſufficient Returns ſhall not have been made, and, according to ſuch Average Prices, the Exportation of Corn, &c. ſhall be governed in every ſuch Diſtrict till a new Certificate be tranſmitted to ſuch Collectors, &c. and be by them received. But as Difficulties muſt ariſe in computing the general Average of the whole Kingdom, by reaſon of the different Periods at which the Price is to be aſcertained in England and Scotland, and the Manner of aſcertaining the Prices, the Receiver of Corn Returns may and is to make up and compute, at the End of every Week, from the Average Prices of Corn, &c. and of the Oatmeal, returned to him in the Week immediately preceding, from each City and Town in each County, whether Inland or Maritime, in England, the Average Price of each Sort of Corn and of Oatmeal in each County, and further to make up and compute, at the End of every Week, from the Average of the County Prices, the general Average Price of each Sort of Corn and of Oatmeal in England, and to cauſe the ſame to be publiſhed in the London Gazette once a Week; and alſo to make up and compute Monthly, from the Returns received by him Monthly, from the Sheriff or Sheriff Depute in each County in Scotland, the Average Price of each Sort of Corn and of Oatmeal during the Four preceding Weeks

31 Geo. III. c. 30.
33 Geo. III. c. 65.

in

in each ſuch County; and further to make up and compute, from the Average of the Country Prices ſo aſcertained, the general Average Price of each Sort of Corn and of Oatmeal in Scotland, during the Four preceding Weeks, and to cauſe the ſame to be publiſhed in the London Gazette once in every Month.

224. If a ſufficient Number of Returns ſhall not be made from any Diſtricts in England or Scotland, or in caſe no Copy of the Account of the Average Prices of Corn and of Oatmeal, ſold and delivered within the City of London and Suburbs thereof, be tranſmitted to the Receiver of Corn Returns by the Inſpector appointed for the City of London, or if any Sort of Corn or Oatmeal ſhould be omitted in all the Returns of any Diſtrict, or in the ſaid Account, the Receiver of Corn Returns ſhall tranſmit a Certificate of the general Average Price of each Sort of Corn or of Oatmeal, which may have been omitted as aforeſaid, for England and Scotland, to the Collectors or other Chief Officers of the Ports of every ſuch Diſtrict in England or Scotland, and, according to ſuch Average Prices contained in ſuch Certificate, the Exportation of Corn, &c. ſhall be regulated in every Diſtrict till a new Certificate be received by ſuch Officers. 33 Geo. III. c. 65.

225. It ſhall be lawful for His Majeſty, with the Advice of his Privy Council, at any Time when the general Average Price of any Sort of Corn or of Oatmeal, in England or Scotland, ſhall appear to be at or above the Price, at or above which foreign Corn, &c. of the ſame Sort, is allowed by Law to be exported from Ireland, &c. at the firſt low Duty ſpecified in Table (E), to prohibit generally the Exportation of any Sort of Corn, and in like Manner to recal 33 Geo. III. c. 65.

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ſuch Prohibition if Circumſtances require, and if any Perſon ſhall export any Corn, &c. contrary to ſuch Prohibition, ſuch Perſon ſhall be ſubject to the like Forfeitures and Penalties, and the Corn, &c. and the Ship in which the ſame ſhall be exported, ſhall be ſubject to the like Forfeitures, &c. as if the Corn, &c. was exported contrary to the Proviſions of this or any other Act.

226. But the Power granted to His Majeſty to prohibit the Exportation of Corn, &c. ſhall not extend to foreign Corn, &c. imported and warehouſed. — 31 Geo. III. c. 30. 33 Geo. III. c. 65.

227. His Majeſty, with the Advice of his Privy Council, may permit the carrying Coaſtwiſe, or the Exportation of Corn, &c. for the Purpoſes before-mentioned, in like Manner, and in the ſame Proportions, &c. as is allowed at ſuch Times as Corn, &c. is prohibited to be exported by Reaſon of the Price being at or above the Price mentioned in Table (B), ſubject to the like Securities, &c. before-mentioned. — 31 Geo. III. c. 30. 33 Geo. III. c. 65.

228. But if any Perſon ſhall have entered Outwards any Corn, &c. and have begun to ſhip or lay the ſame on board, before ſuch Prohibition ſhall be made, it ſhall be lawful for His Majeſty, with the Advice of his Privy Council, to permit the Exportation of ſuch Corn, &c. actually ſhipped or laden, or ſo much thereof, expreſſed in the Entry, as ſhall have been ſhipped or laden at the Time of the Date of ſuch Prohibition, in the ſame Manner as if ſuch Prohibition had not been made. — 33 Geo. III. c. 65.

229. The Treaſury to appoint a Receiver of Corn Returns, who is to make Oath that he will, to the beſt of his Skill, execute the Office of Receiver of Corn Returns, &c. — 31 Geo. III. c. 30.

230.

230. The Receiver of Corn Returns may ſend or receive Papers on the Buſineſs of this Act free of Poſtage, under certain Reſtrictions, &c. — 31 Geo. III. c. 30.

231. The Collectors or Principal Officers of the Cuſtoms at every Port ſhall tranſmit, weekly, to the Receiver of Corn Returns, an Account of the Quantities of Corn, &c. ſhipped in their Ports in the preceding Week to be carried Coaſtwiſe, with the Names of the Ships, the Maſters, and the Port to which the Corn, &c. was intended to be carried, and an Account of the Quantities of Corn, &c. brought Coaſtwiſe in the preceding Week into ſuch Port, with the Names of the Ships, the Maſters, the Port from whence brought; and the Receiver ſhall, at the End of every Three Months, tranſmit to the Commiſſioners of Cuſtoms an Account, to be made up in ſuch Manner as they ſhall approve, of the Quantity of Corn, &c. ſhipped Coaſtwiſe from or brought Coaſtwiſe into each Port. — 31 Geo. III. c. 30.

232. The Treaſury to order an Annual Account to be tranſmitted from the Cuſtoms to the Receiver of Corn Returns of the Corn, &c. exported and Bounty paid thereon. — 31 Geo. III. c. 30.

233. No Fee to be taken by Juſtices, Clerks, or other Perſon, before whom any Oath ſhall be made according to this Act. — 31 Geo. III. c, 30.

234. Open Boats belonging in the Whole or in Part to any of His Majeſty's Subjects, and being of the Length of Twenty-three Feet and upwards, built for rowing or ſailing, or rowing and ſailing, the Length of which ſhall be greater than in the Proportion of Three Feet and an Half to One Foot in Breadth, to be meaſured by a ſtraight Line from the Fore Part of the Stem to the Aft Side of the Tranſum or

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Stern-Poſt aloft, which ſhall be found upon the Water within any Port or Creek, or within Four Leagues of the Coaſt, or in any Place upon Land, ſhall be forfeited, and may be ſeized by any Officer of the Cuſtoms or Exciſe; and any open Boat which ſhall be built for rowing and ſailing, or rowing or ſailing, belonging in the Whole or in Part to any of His Majeſty's Subjects, and being of the Length of Eighteen Feet and under the Length of Twenty-four Feet from the Fore Part of the Stem to the Aft Side of the Tranſum or Stern-Poſt aloft, and the Depth of which ſhall be greater than the Proportion of One Inch and One Quarter of an Inch to every Foot in Length, ſuch Depth to be taken from the upper Part of the Plank next the Keel to the Top of the upper Strake, whether ſuch upper Strake be fixed to the Boat, or as looſe or ſhifting Waſh-Strakes, ſhall be forfeited, and may be ſeized by any Officer of the Cuſtoms or Exciſe, together with the Ship to which ſuch Boat ſhall belong. } 28 Geo. III. c. 34.

235. But not to extend to any Boat on Account of her Built in the Service of the Cuſtoms, &c. or which is uſed on any Canal or Inland Navigation; nor to any Boat the Owner of which ſhall have a Licence from the Admiralty of Great Britain, if ſuch Licence ſhall be actually on board at the Time of her being detained and examined; nor to Boats which ſhall be conſtructed with Timbers and Planks not leſs than the following Scantling, viz. An open Boat from Twenty to Twenty-five Feet in Length, having Plank Three Quarters of an Inch thick, and Timbers One Inch and One Quarter of an Inch ſquare; from Twenty-five to Thirty Feet in Length, having Plank One Inch and One Eighth } 28 Geo. III. c. 34.

of

of an Inch thick, and Timbers Two Inches ſquare; from Thirty to Thirty-five Feet in Length, having Plank One Inch and Three Quarters of an Inch thick, and Timbers Three Inches ſquare; from Thirty-five to Forty Feet in Length, having Plank Two Inches thick, and Timbers Four Inches ſquare; from Forty to Fifty Feet in Length, having Plank Two Inches thick, and Timbers Five Inches ſquare; from Fifty Feet and upwards in Length, having Plank Three Inches thick, and Timbers Six Inches ſquare.

236. If any Tobacco, ſhipped for Exportation, ſhall be unſhipped within the Limits of a Port of this Kingdom, or Four Leagues of the Coaſt, or ſhall be relanded (unleſs by Neceſſity, to ſave the Ship and Goods from periſhing, to be made known to the principal Officer of the Cuſtoms at the neareſt Port) ſuch Tobacco ſhall be forfeited, and the Veſſel, with her Tackle, &c. from which, and the Veſſel or Boat into which the ſame ſhall be taken, ſhall alſo be forfeited. 29 Geo. III. c. 68.

237. No Tobacco to be exported, except to Ireland, in Veſſels under Seventy Tons; and if Officers of the Cuſtoms or Exciſe apprehend or have Reaſon to believe a Veſſel is not of Tonnage, they may detain the Veſſel, and all the Cargo of Tobacco or other Goods; and the Veſſel may be admeaſured, agreeably to 26 Geo. III. c. 60. and in caſe on ſuch Admeaſurement the Veſſel is of Tonnage, the Officer ſhall not be liable to any Action; and if the Maſter of any Veſſel outward-bound, (to Ireland excepted) having on board Tobacco, ſhall enter and clear as of Seventy Tons, and the Ship ſhall not be of ſo great Tonnage, according to the aforeſaid Rule, ſuch Maſter ſhall, for every Offence, forfeit 100*l.* 29 Geo. III. c. 68.

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Bar Iron, may not be exported without being firſt offered and tendered to the Commiſſioners of the Navy, and their Certificate of Refuſal produced.	9 Geo. III. c. 35.
Beds. See Wool.	
Bell Metal. See Metal.	
Boxes. Any outward or inward Box, of Gold, Silver, Braſs, or other Metal, for Clock or Watch, may not be exported without the Movement in or with ſuch Box, made up fit for Uſe, with the Clock or Watch Maker's Name engraven thereon. See Outwards, 19.	9 & 10 W. III. c. 28.
Bowſprights, may not be exported without being firſt offered and tendered to the Commiſſioners of the Navy, and their Certificate of Refuſal produced.	9 Geo. III. c. 35.
Braſs. See Metal.	
Bullion or Molten Silver (except Watches, Sword Hilts, Plate, and other Silver Manufactures of the Fineneſs of 11 Ounces 10 Pennyweights to every Pound Troy) may not be exported, unleſs a Certificate is firſt obtained from the Lord Mayor and Aldermen of London, (to be ſhewn to the Commiſſioners of the Cuſtoms or Four of them) of Oath being made by the Owner and Two credible Witneſſes, that it is Foreign, and that no Part before molten, was the Coin of this Realm or Clippings thereof, nor Plate wrought in this Kingdom, and alſo unleſs an Entry be firſt made thereof. See Outwards, 16 and 17, *and the Note.*	6 & 7 W. III. c. 17. 7 & 8 W. III. c. 19.

Callico.

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Callico. See Iſle of Man.	
Callico Printing, See Tools.	
Cambrick. See Iſle of Man.	
Caſes. Any Caſe of Silver, Gold, Braſs, or other Metal, for Clock or Watch, may not be exported without the Movement in or with ſuch Caſe made up fit for Uſe, with the Clock or Watch Maker's Name engraven thereon. See Outwards, 19.	9 & 10 W. III. c. 28.
Clocks, without the Movements, made up fit for Uſe, with the Maker's Name engraven thereon. See Outwards, 19.	9 & 10 W. III. c. 28.
Coin, of Gold or Silver, (except Foreign Coin, upon Entry, and except the reaſonable Expences of Perſons paſſing or upon their Paſſage) may not be exported, except to Ireland, without the King's Licence.	5 Rich. II. c. 2. 2 Hen. IV. c. 5. 15 Car. II. c. 7. 20 Geo. III. c. 18.
Coney Skins, undreſſed, Britiſh. **Coney Wool,** Britiſh. See Outwards, 87.	24 Geo. III. c. 21.
Copper. See Metal.	
Corn, when at or above certain Prices, may not be exported, except in certain Quantities and to certain Places. Veſſel forfeited. See Outwards, 173 to 186.	31 Geo. III. c. 30.
Cotton Manufactures, **Cotton Printing,**	See Tools.
Coverlids, **Cruels,**	See Wool.
Dial Plates. Any Dial Plate of Gold, Silver, Braſs, or other Metal, for Clock or Watch, may not be exported without the Movements in or with ſuch Dial, made up fit for Uſe, with the Clock or Watch Maker's Name engraven thereon. See Outwards, 19.	9 & 10 W. III. c. 28.
Engines for knitting Worſted and Silk Stockings, Waiſtcoats, Gloves, and other Wearing Neceſſaries. See Outwards, 18.	7 & 8 W. III. c. 20.
Flax, rough and undreſſed, may not be exported without being firſt offered and	

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	ACTS.
tendered to the Commiſſioners of the Navy, and their Certificate of Refuſal produced.	9 Geo. III. c. 35.
Frames for knitting Worſted and Silk Stockings, Waiſtcoats, Gloves and other Wearing Neceſſaries. See Outwards, 18.	7 & 8 W. III. c. 20.
Fullers Earth and Fulling Clay. See Outwards, 146 to 164. Veſſel forfeited.	28 Geo. III. c. 38.
Goods. See Packet Boats.	
Grain. See Corn.	
Gun Metal. See Metal.	
Gunpowder, when reſtrained by Order in Council. See Outwards, 59.	12 Car. II. c. 4. 29 Geo. II. c. 16.
Hare Skins and Hare Wool, Britiſh. See Outwards, 87.	24 Geo. III. c. 21.
Hemp, may not be exported without being firſt offered and tendered to the Commiſſioners of the Navy, and their Certificate of Refuſal produced.	9 Geo. III. c. 35.
Hides, raw, except Calve Skins. See Outwards, 4 and 5.	18 Eliz. c. 9.
Hides, of Ox, Steer, Cow, Bull or Calf, except Calves Skins undreſſed, and except for Ship's Uſe, not exceeding Six Hides. See Outwards, 9.	12 Car. II. c. 4. 12 Car. II. c. 4. 13 & 14 Car. II. c. 7.
Horns, Britiſh, unwrought. See Outwards, 6.	4 Edw. IV. c. 8. 1 Jac. I. c. 25.
Iron, Bar, —— Pig, May not be exported without being firſt offered and tendered to the Commiſſioners of the Navy, and their Certificate of Refuſal produced.	7 Jac. I. c. 14. 9 Geo. III. c. 35.
Iron Manufactures. See Tools.	
Iſle of Man. Wrought Silks, Bengals, and Stuffs, mixed with Silk or Herba, of the Manufacture of Perſia, China, or Eaſt	

India;

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India; Callicoes painted, dyed, printed, or ſtained there; Cambricks or French Lawns, may not be exported to the Iſle of Man. See Sugar. See Tobacco.	5 Geo. III. c. 39.
Lambs, alive. Veſſel forfeited. See Outwards, 140 to 145.	28 Geo. III. c. 38.
Latten. See Metal.	
Lawn. See Iſle of Man.	
Lead. See Metal.	
Linen Manufactures, Linen Printing, See Tools.	
Maſts, may not be exported without being firſt offered and tendered to the Commiſſioners of the Navy, and their Certificate of Refuſal produced.	9 Geo. III. c, 35.
Mattraſſes. See Wool.	
Metal. Braſs, Copper, Latten, Bell Metal, Pan Metal, Gun Metal, Shruff Metal, clean or mixed, (except Lead and Tin, and alſo except Copper and Mundick Metal made of Britiſh Ore.) See Outwards, 1.	33 Hen. VIII. c. 7. 2 & 3 Edw. VI. c. 37. 5 & 6 W. & M. c. 17.
Mortlings. See Wool.	
Mundick Metal. See Metal.	
Muſlin Printing. See Tools.	
Naval Stores, may not be exported without being firſt offered and tendered to the Commiſſioners of the Navy, and their Certificate of Refuſal produced.	9 Geo. III. c. 35.
Packet-Boats. Goods and Merchandize therein, without Licence. See Outwards, 15.	13 & 14 Car. II. c. 11.
Pan Metal. See Metal.	
Pig Iron, Pitch, may not be exported without being firſt offered and tendered to the Commiſſioners of the Navy, and their Certificate of Refuſal produced.	9 Geo. III. c. 35.
Rams, alive. Veſſel forfeited. See Outwards, 140 to 145.	28 Geo. III. c. 38.

Salt

	ACTS.
Salt Petre, when reſtrained by Order in Council. See Outwards, 59.	12 Car. II. c. 4. 29 Geo. II. c. 16.
Sheep, alive. Veſſel forfeited. See Outwards, 140 to 145.	28 Geo. III. c. 38.
Shortlings. See Wool.	
Shruff Metal. See Metal.	
Silks. See Iſle of Man.	
Silk Manufactures. See Tools.	
Silver Molten, except ſtampt at Goldſmiths Hall, and by Certificate from the Warden, to be ſhewn to ſome one of the Commiſſioners of the Cuſtoms, of Oath being made by the Owner, and One credible Witneſs, that it is lawful Silver, and no Part, before Molten, was the Current Coin of this Realm, nor Clippings thereof, nor Plate wrought within this Kingdom. See Outwards, 16. See Bullion.	6 & 7 Will. III. c. 17
Skins. See Coney Skins and Hare Skins.	
Steel Manufactnres. See Tools.	
Stuffs. See Iſle of Man.	
Tallow. See Outwards, 4 and 5, and the Note.	18 Eliz. c. 9.
Tea, to Ireland, or the Britiſh Plantations, or Guernſey, Jerſey, or Gibraltar, or any Place on the Continent of Europe where there is a Britiſh Conſul, may not be exported in Ships of leſs Burthen than Eighty Tons, nor in any Package other that in which it was originally imported, nor in leſs Quantity than the entire Quantity in the Package in which it was ſold at the Eaſt India Company's Sale.	12 Geo. III. c. 60. 25 Geo. III. c. 74. 29 Geo. III. c. 59.
Tin. See Metal.	
Tobacco (except to Ireland) in Veſſels under Seventy Tons. See Outwards, 237.	29 Geo. III. c. 68.
—— may not be exported to Jerſey, Guernſey, Alderney, Sark or Man, un-	

	ACTS.
leſs by Licence from the Commiſſioners of the Cuſtoms to export the ſame from any of the enumerated Ports, (viz. London, Briſtol, Liverpool, Lancaſter, Cowes, Falmouth, Whitehaven, Hull, Newcaſtle, Port Glaſgow, Greenock and Leith) in Britiſh *built* Ships, of Seventy Tons Burthen, legally navigated; ſuch Exportation to be limited as follows, viz. not to exceed, in any one Year, 40,000 lbs. Wt. to Jerſey. 35,000 to Guernſey. 5,000 to Alderney. 1,000 to Sark. 40,000 to Iſle of Man.	29 Geo. III. c. 68.
Tobacco-Pipe Clay, (except to the Britiſh Sugar Colonies) in the Weſt Indies. Veſſel forfeited. See Outwards, 146 to 164.	17 Geo. III. c. 43. 28 Geo. III. c. 38.
Tools or Utenſils, or any Model or Plan thereof in the Iron and Steel and in the Cotton, Linen, Woollen or Silk Manufactures, except to Ireland; and alſo Tools and Utenſils in the Callico, Cotton, Muſlin and Linen *Printing* Manufactures. See Outwards, 49, 68, 78, 85, and 115 to 119.	23 Geo. II. c. 13. 14 Geo. III. c. 71. 21 Geo. III. c. 37. 22 Geo. III. c. 60. 25 Geo. III. c. 67. 26 Geo. III. c. 73 & 89.
Waddings. See Wool.	
Watches, without the Movements, fit for Uſe, with the Maker's Name engraven thereon. See Outwards, 19.	9 & 10 Will. III. c. 28.
Wool, Britiſh, viz. Hare or Coney Wool, See Outwards, 87.	24 Geo. III. c. 21.
——, Woolfells, Mortlings, Shortlings, Yarn or Worſted made of Wool, Woolflocks, Cruels, Coverlids, Waddings, or other Manufactures of Wool, ſlightly worked or put up together, ſo as the ſame may be reduced to and made Uſe of as Wool again; or Mattraſſes, or Beds ſtuffed with Combed Wool, or Wool fit for Combing, except cer-	28 Geo. III. c. 38.

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	ACTS.
tain Quantities which may be exported from Southampton to Guernſey, Jerſey, Alderney, and Sark, for the Uſe of the Inhabitants in thoſe Places. Veſſel forfeited. See Outwards, 146 to 164.	
Woollen Manufactures. See Tools.	
Worſted. See Wool.	
Yards, may not be exported without being firſt offered and tendered to the Commiſſioners of the Navy, and their Certificate of Refuſal produced.	9 Geo. III. c. 35.
Yarn. See Wool.	

COASTWISE.

THE Laws relating to the Conveyance of Goods in general Coaſtwiſe are not numorous; the great Object of thoſe Laws is to guard againſt Fraud, by making Regulations to prevent Goods from being taken out of this Country under Colour or Pretence of carrying the ſame Coaſtwiſe. The firſt general Law was 13 and 14 Car. II. reſtricting the Conveyance of all Goods whatever; but it was found to be too general, and therefore the Trade was relieved from its Reſtrictions with Regard to certain Articles carried within the Limits of the Port of London. Relief was alſo given in the Trade between Cowes, Southampton and Portſmouth, and alſo on the Removal of Lime, Limeſtone, &c. and finally, in the Year 1792, an Act was paſſed for the general Relief of that extenſive Branch of Trade carried on by the Coaſters, and the Trade was relieved in as great a Latitude as it could poſſibly be, conſiſtent with the Safety of the Country and the Security of the Revenue. It has therefore been thought proper to make this ſhort Remark, and to begin with the Laws to which it refers, and then to proceed with ſuch Laws relating to Trade and Navigation in general as will apply to the Coaſting Trade, including alſo certain Acts regarding the particular Articles of Coals, Culm, Cinders, &c.

	ACTS.
1. All Goods ſhipped or put on board any Ship, to be carried to open Sea from one Port, Member or Creek in Great Britain, to be landed at any other Port or Place of the Realm, without a Sufferance or Warrant firſt obtained from the Perſons appointed to manage the Cuſtoms and Officers of the Cuſtoms, are forfeited. And before the Departure of the Ship the Maſter muſt take out a Cocket, and become bound to His Majeſty, in good Security, in the Value of the Goods, for	13 & 14 Car. II. c. 11.

Delivery

Delivery thereof in ſome Port in Great Britain, and, the Dangers of the Seas excepted, to return to the Officers of the Shipping Port a Certificate of Landing, within Six Months after the Date of the Cocket, under the Hands and Seals of the Officers of the Port of Diſcharge, on Forfeiture of the Bond and Security.

Note, It has been decided, in the Court of Exchequer, that the Paſſage upon the River Severn, between Gloſter and Briſtol, is *open Sea*, within the Meaning of this Act.

2. No Cocket or Bond ſhall be required for Veſſels carrying Goods which may lawfully be exported, and for which no Duties are due on Exportation, to or from any Place within the Port of London, viz. from London Bridge unto the ſuppoſed right Line from the North Foreland in Kent to the Naes Point, including ſo much of Sandwich and Ipſwich, and the Members thereof, as is within the ſaid Limits; and ſuch Goods may be conveyed by Tranſire or Let-Paſs only. — 1 Ann, c. 26.

3. No Cocket or Bond ſhall be required for any Merchandize to be carried from Southampton and Portſmouth to Cowes in the Iſle of Wight, which Merchandize is not prohibited to be exported, nor liable to Duty on Exportation; nor for carrying Sheep, provided the ſame be carried in open Boats or Hoys; nor for any Kind of Live Cattle (Horſes and Lambs excepted) between Cowes and the Ports of Portſmouth and Southampton. — 6 Geo. III. c. 50. 28 Geo. III. c. 38. 32 Geo. III. c. 32.

4. Any Perſon may convey Horſes, not exceeding Six in Number, in any one Veſſel, and any Number of other Cattle, (Sheep and Lambs excepted) without a Sufferance or other Cuſtom-Houſe Document, between Cowes and Southampton,

and

ACTS.

and Portſmouth, and alſo Lambs, without Cocket or Bond, provided the ſame be carried in open Boats or Hoys, and may alſo convey from Cowes to Southampton and Portſmouth, without Cocket or Bond, any Goods not prohibited to be exported, nor liable to Duty on Exportation; and may likewiſe convey, without Cocket or Bond, from Cowes to Southampton and Portſmouth, any Goods liable to Duty on Importation, provided the Duty ſhall not exceed 5*l.* and the Goods be conveyed in one Veſſel or Boat at one and the ſame Time, belonging reſpectively to the Inhabitants of Cowes, Southampton, and Portſmouth. — 32 Geo. III. c. 32.

5. No Cocket or Bond ſhall be required for the Removal of Lime, Limeſtone, Chalk, Marle, or Dung, Coaſtwiſe; and the ſame may be ſhipped by Sufferance, and carried to open Sea, and landed by Tranſire only. — 19 Geo. III. c. 62.

Note, Since this Law, by 36 Geo. III. c. 110. the Articles of Lime, Limeſtone, Chalk, Sand, Marle aud Dung, may be ſhipped, removed, and landed Coaſtwiſe, without any Documents or Fees whatever.

The Laws before referred to are thoſe alluded to in the Obſervations at the Beginning of the Head Coaſtwiſe. The following is the Act alſo alluded to in thoſe Obſervations by which the general Relief was given to the Coaſting Trade. The Preamble of the Act, and ſuch Parts of it as are neceſſary to inſert in this Work, are given at large, as the greateſt Part of the Coaſting Trade is principally regulated by this Act.

6. Whereas by an Act, made and paſſed in the Thirteenth and Fourteenth Years of the Reign of His late Majeſty King Charles the Second, intituled, An Act for preventing Frauds, and regulating Abuſes, in

His

His Majeſty's Cuſtoms, it was (amongſt other Things) enacted, That if any Goods, Wares, or Merchandizes, ſhould be ſhipped or put on board, to be carried forth to the open Sea, from any one Port, Creek or Member in the Kingdom of England, Dominion of Wales, or Port and Town of Berwick, to be landed at any other Place of the Realm, without a Sufferance or Warrant firſt had and obtained from the Officers of His Majeſty's Cuſtoms, all ſuch Wares and Merchandizes ſhould be forfeited and loſt; and that the Maſter of every Ship or Veſſel, that ſhould ſo lade or take in any Goods, Wares or Merchandizes, to be landed and diſcharged as aforeſaid, ſhould, before the Ship or Veſſel be removed or carried out of the Port (where he ſhould take in his Lading,) take out a Cocket or Cockets, and become bound to the King's Majeſty, with good Security, in the Value of the Goods, Wares, and Merchandizes aforeſaid, for the Delivery and Diſcharge thereof in the Port or Place for which the ſame ſhould be entered as aforeſaid, or in ſome other Port within the ſaid Kingdom of England, Dominion of Wales, or Port and Town of Berwick: And whereas the like Rules and Reſtrictions are required by Law in that Part of Great Britain called Scotland, with regard to Goods, Wares, and Merchandizes, removed from one Port, Creek, or Member in Scotland, to another Port or Place, in Scotland or England reſpectively: And whereas the ſaid Rules and Reſtrictions are in many Inſtances productive of unneceſſary Embarraſſment and Expence to the Coaſting Trade of this Kingdom: Be it enacted by the King's moſt Excellent Majeſty, by and with the Advice and Conſent of the

Lords Spiritual and Temporal, and Commons, in this preſent Parliament aſſembled, and by the Authority of the ſame, That from and after the Fifth Day of July One thouſand ſeven hundred and ninety-two, it ſhall and may be lawful to and for any Perſon whatever to convey or remove and carry forth to the open Sea, any Goods, Wares or Merchandize, which ſhall be ſhipped or put on board according to the Directions of this Act, at any Port, Creek, or Member of any Port in Great Britain, to be landed or diſcharged at any other Port or Place in Great Britain, without taking out any Cocket or Cockets, or giving any Security, by Bond or otherwiſe, for the Delivery and Diſcharge thereof at ſuch Port or Place; ſubject nevertheleſs to the ſeveral Exemptions, Proviſoes, Rules and Regulations hereinafter mentioned: Provided always, That no Goods, Wares, or Merchandize, which are or ſhall be prohibited to be exported from Great Britain to Foreign Parts, nor any Goods, Wares or Merchandize which are or ſhall be liable to any Duty, or Return of Premium or Bounty, to His Majeſty, his Heirs or Succeſſors, or which are or ſhall be entitled to any Allowance to be made for Waſte on Exportation thereof, or on being carried or brought Coaſtwiſe; nor any Goods, Wares or Merchandize which ſhall be, by virtue of any Act or Acts of Parliament, warehouſed upon the Importation thereof in Great Britain, on Payment of a certain Duty, and afterwards carried or conveyed Coaſtwiſe for the Purpoſe of Exportation; nor any Goods, Wares or Merchandize liable to Duty of Cuſtoms on Importation into, or on Exportation from Great Britain, unleſs the Amount of ſuch Duty, on the Whole of

32 Geo. III. c. 50.

the

the Cargo ſo to be carried Coaſtwiſe, ſhall not exceed Five Pounds Sterling, ſhall be allowed to be removed or carried Coaſtwiſe in any Ship, Veſſel, Boat or Hoy, from any Port, Creek, or Member of a Port, in that Part of Great Britain called England, Dominion of Wales, or Town and Port of Berwick, until the Maſter, or other Perſon having or taking the Charge or Command thereof, ſhall have taken out a Cocket or Cockets, and become bound to the King's Majeſty for the Delivery and Diſcharge of ſuch Goods, Wares, or Merchandize, in the like Manner as was required by Law before the paſſing of this Act; or to be ſhipped or laden on board any Ship, Veſſel, Boat, or Hoy, in that Part of Great Britain called Scotland, for the Purpoſe of being carried Coaſtwiſe to any Part of Great Britain, until the Maſter, or other Perſon having or taking the Charge or Command thereof, ſhall have obtained a Sufferance, Warrant, or Permit for ſhipping or lading the ſame, and become bound with good Security to His Majeſty, his Heirs and Succeſſors, in the Value of the Goods, Wares, and Merchandize contained in ſuch Sufferance, Warrant or Permit, or in the Indorſement to be made thereon, as herein is directed, for the due landing of the ſame, and alſo (the Dangers and Accidents of the Seas accepted,) for returning a Certificate from the Chief Officer or Officers of the Cuſtoms at the Port, Member or Creek where the ſame ſhall be landed and diſcharged, within Six Months after the Date of ſuch Sufferance, Warrant or Permit, to His Majeſty's Officers of the Cuſtoms to whom ſuch Security hath been given as aforeſaid, that ſuch Goods, Wares, or Merchandize were there

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landed and discharged accordingly, upon the Penalty of forfeiting the Security aforesaid; any Thing herein contained to the contrary notwithstanding.

7. And be it further enacted by the Authority aforesaid, That all Goods, Wares, and Merchandize, by this Act intended to be allowed to be carried Coastwise without Cocket and Bond, shall and may be shipped and laden on board any Ship, Vessel, Boat, or Hoy, British built, and owned by British Subjects, and navigated according to Law, and in none other, at any Port, Creek, or Member of a Port, in that Part of Great Britain called England, the Dominion of Wales, or Town and Port of Berwick, by Sufferance or Warrant, and shall and may be removed and carried forth to the open Sea, to be landed at any other Port or Place in Great Britain, by Transire or Let-Pass only, and at any Port, Creek, or Member of a Port, in that Part of Great Britain called Scotland, by Sufferance, Warrant or Permit, and may be removed in like Manner by such Sufferance, Warrant, or Permit only, the same being indorsed in Manner herein directed: Provided always, That nothing in this Act contained shall extend, or be deemed or construed to extend, to require any Transire or Let-Pass in any Case where the Ship or Vessel does not go to open Sea, or where Cocket and Bond, or Transire or Let-Pass, were not, nor was required by Law on and immediately before the First Day of March One thousand seven hundred and ninety-two, any Thing herein contained to the contrary notwithstanding. 32 Geo. III. c. 50.

8. Provided also, and be it further enacted, That no Goods, Wares, or Merchandize, which shall have been laden on board at

any

any Port, Creek or Place, in Scotland, by Sufferance, Warrant, or Permit, and without Cocket and Bond, or without Cocket, ſhall be carried, conveyed, or removed out of or from any Port, Creek, or Place in Scotland, without ſuch Sufferance, Warrant or Permit accompanying the ſame, and a Certificate of the Shipping Officer or Officers indorſed thereon, certifying the Particulars of the Goods, Wares, or Merchandize which were ſhipped or laden on Board by virtue thereof. 32 Geo. III. c. 50.

9. And be it further enacted by the Authority aforeſaid, That if the Maſter, or other Perſon having or taking the Charge or Command of any Ship, Veſſel, Boat, or Hoy, in or on board of which any Goods, Wares, or Merchandize ſhall be ſhipped or laden in order to be carried Coaſtwiſe within Great Britain, ſhall proceed Coaſtwiſe in that Part of Great Britain called England, the Dominion of Wales, or Town and Port of Berwick, without a Cocket, Tranſire, or Let-Paſs, or in that Part of Great Britain called Scotland, without a Sufferance, Warrant, or Permit indorſed as herein is directed, in the Caſes in which the ſame are reſpectively required, every ſuch Maſter or other Perſon ſhall, for each and every ſuch Offence, forfeit the Sum of Fifty Pounds. 32 Geo. III. c. 50.

10. And be it further enacted by the Authority aforeſaid, That if any Goods, Wares, or Merchandize, brought or coming into any Port or Place within the Kingdom of Great Britain, from any other Port or Place in that Part of Great Britain called England, the Dominion of Wales, or Town and Port of Berwick, by Cocket, Tranſire, or Let-Paſs, or from any other Port or Place in that Part of Great Britain called Scotland, by Sufferance, Warrant,

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or Permit indorſed as herein is required, in any Ship, Veſſel, Boat, or Hoy, ſhall, from and after the ſaid Fifth Day of July One thouſand ſeven hundred and ninety-two, be unſhipped, to be landed or put on Shore, before ſuch Cocket, Tranſire, or Let-Paſs, or ſuch Sufferance, Warrant, or Permit, indorſed as aforeſaid, reſpectively, ſhall be delivered to the Cuſtomer, or Collector and Comptroller, of the Port or Place of her Arrival, and Warrant or Sufferance made and given from ſuch Cuſtomer, or Collector and Comptroller, for the Landing and diſcharging thereof, the Maſter or other Perſon having or taking the Charge or Command of every ſuch Ship, Veſſel, Boat, or Hoy, ſhall forfeit and loſe the Value of ſuch Goods, Wares, and Merchandizes; or if any Goods, Wares, or Merchandizes of Foreign Growth, Production, or Manufacture, ſhall, on coming Coaſtwiſe as aforeſaid, be landed without the Preſence of an Officer of the Cuſtoms, all ſuch Goods, Wares, or Merchandizes, or the Value thereof, ſhall be forfeited and loſt. 32 Geo. III. c. 50.

11. And be it further enacted by the Authority aforeſaid, That if any Perſon whatever ſhall counterfeit, raſe, or falſify any Sufferance, Warrant, Cocket, Tranſire, Let-Paſs, Certificate, or Permit, or any other Cuſtom-Houſe Warrant, Document or Inſtrument, or any Indorſement thereon, or any of them, by this Act required, every Perſon ſo offending ſhall forfeit the Sum of Two Hundred Pounds, and the Sufferance, Warrant, Cocket, Tranſire, Let-Paſs, Certificate, Permit, Document, or other Inſtrument and Indorſement ſo counterfeited, raſed, or falſified, ſhall reſpectively be null and void to all Intents and Purpoſes whatever. 32 Geo. III. c. 50.

12. And

12. And, for the better preventing Frauds in the ſhipping any Goods, Wares, or Merchandize, to be carried Coaſtwiſe as aforeſaid, be it further enacted by the Authority aforeſaid, That from and after the ſaid Fifth Day of July One thouſand ſeven hundred and ninety-two, if after the ſhipping of any Goods, Wares, or Merchandize, to be carried Coaſtwiſe as aforeſaid, and after the Maſter, or other Perſon having or taking the Charge or Command of the Ship, Veſſel, Boat, or Hoy, in which the ſame ſhall be ſhipped, ſhall have received a Cocket, Tranſire, Let-Paſs, Sufferance, or Permit, or other Coaſt Document, as by this or any former Act is directed, expreſſing or indorſed with the Particulars of the Goods, Wares, or Merchandize which have been ſhipped, it ſhall be found by any Officer of the Cuſtoms, on Examination thereof, that the Goods, Wares, and Merchandize ſhipped or laden on board ſhall exceed in Quantity the Particulars of the Goods, Wares, and Merchandize expreſſed either in the Cocket, Tranſire, or Let-Paſs, or in the Permit or other Coaſt Document aforeſaid, obtained for the removing or carrying the ſame Coaſtwiſe, or on the Indorſement to be made upon any Sufferance, Warrant, or Permit, as by this or any former Act is directed, all ſuch Goods, Wares, or Merchandize, as ſhall exceed the Quantity ſo authorized to be carried Coaſtwiſe as aforeſaid, ſhall be forfeited and loſt. 32 Geo. III. c. 50.

13. Provided nevertheleſs, and be it enacted, That if it ſhall appear to the Satisfaction of the Commiſſioners of His Majeſty's Cuſtoms, that ſuch Exceſs has ariſen by Miſtake, and without Intention of Fraud, it ſhall and may be lawful for 32 Geo. III. c. 50.

the

the ſaid Commiſſioners to wave the Forfeiture, without any Reward or Satisfaction to the Seizing Officer, if under the Circumſtances of the Caſe it ſhall appear to the ſaid Commiſſioners reaſonable ſo to do.

14. And be it further enacted by the Authority aforeſaid, That, from and after the ſaid Fifth Day of July One thouſand ſeven hundred and ninety-two, it ſhall not be lawful for any Officer or Officers of His Majeſty's Cuſtoms in Great Britain to permit or ſuffer any Ship or Veſſel to be cleared out Coaſtwiſe, from any Port or Place whatever in Great Britain, until the Maſter, or other Perſon having or taking the Charge or Command of ſuch Ship or Veſſel, ſhall give Security to His Majeſty, his Heirs and Succeſſors, by Bond, in the Penalty of One Hundred Pounds, (which Security ſhall be taken by the Collector or other Principal Officer of the Cuſtoms at ſuch Port or Place, and who is hereby authorized and required to take ſuch Security,) with Condition that ſuch Maſter, or other Perſon having or taking the Charge or Command of ſuch Ship or Veſſel, will not at any Time thereafter land or cauſe to be landed, or permit or ſuffer to be landed, any Goods, in any Part of this Kingdom, in any Manner which is or ſhall be prohibited by Law, or take the ſame on board in order to their being ſo landed, nor be any ways concerned or aiding or aſſiſting in fraudulently importing, unſhipping, or landing the ſame; and will not hinder, moleſt, or oppoſe any of His Majeſty's Officers of the Cuſtoms or Exciſe, or any other Perſon or Perſons, aſſiſting them or either of them in the due Execution of their reſpective Offices or Employments; or until ſuch Maſter, or

32 Geo. III. c. 50.

other

other Perſon having or taking the Charge or Command of ſuch Ship or Veſſel, ſhall produce a Certificate, under the Hand of the Collector or other principal Officer of the Cuſtoms at ſome other Port or Place in Great Britain, of ſuch Security having been before given at ſuch other Port or Place, to ſuch Collector or other principal Officer, by ſuch Maſter or other Perſon as aforeſaid; and no ſuch Bond ſhall be charged or chargeable with, or ſubject or liable to any of the Duties on ſtamped Vellum, Parchment, or Paper; nor ſhall any Fee, Gratuity, or Perquiſite be paid or taken, or any Charge made, by any Perſon or Perſons whatever, in any Manner, for or on Account of ſuch Bond.

15. And be it further enacted by the Authority aforeſaid, That from and after the ſaid Fifth Day of July One thouſand ſeven hundred and ninety-two, in all Caſes where the Security remains, notwithſtanding this Act, to be taken by any Officer or Officers of His Majeſty's Cuſtoms in England or Scotland reſpectively, for any Matter or Cauſe relating to the carrying, conveying, or removing any Goods, Wares, or Merchandize, Coaſtwiſe, within Great Britain, no Bond or Bonds for the Delivery or Diſcharge of ſuch Goods, Wares, or Merchandize, at any Port or Place in Great Britain, ſhall be charged or chargeable with, or ſubject or liable to, any of the Duties on ſtamped Vellum, Parchment, or Paper, any former Law to the contrary thereof notwithſtanding. 32 Geo. III. c. 50.

16. For better collecting the Duties on Coals, Culm and Cinders, the Commiſſioners of the Cuſtoms are authorized to appoint Meters, who ſhall, from Time to Time, weigh and meaſure all Coals, Culm and Cinders; and when the Ship is

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unladen deliver a Certificate, under their Hand-Writing, to the Perſon appointed to receive the Duty, containing the Particulars of the Coals, Culm and Cinders delivered from on board the Ship: And in caſe it ſhall appear by ſuch Certificate or otherwiſe that there was on board more Coals, Culm, or Cinders than for which the Duty has been paid, the Maſter or Owner of ſuch Ship ſhall forfeit, over and above the Duties, 10*s.* for every Chaldron or Ton; and in caſe of Refuſal to pay the ſame, ſuch Ship may be attached and detained, and may be ſold for the Payment thereof, and reaſonable Coſts; ſuch Sale to be good in Law. And if any Coals, Culm or Cinders are unſhipped, to be landed before Payment or Security of the Duty, the ſame, with the Ship, are forfeited. But if the Importer ſhall, within Six Days after Delivery of the Ship, and before her Departure from the Port, give in his Port Entry, and pay the full Duty, then the ſaid Penalty of 10*s.* per Chaldron or Ton ſhall be diſcharged.

9 & 10 W. III. c. 13.
10 & 11 W. III. c. 21.
27 Geo. III. c. 13.

17. The Maſter or Owners of Ships, of Thirty to Fifty Tons, are obliged to take from the Churchwardens, &c. of Pariſhes on which Boys or their Parents become chargeable, or beg Alms, One Apprentice for the Sea Service; and one more for the next Fifty Tons; and One more for each and every Hundred Tons exceeding the Burthen of One Hundred Tons, *on Penalty of* 10*l.* *for Refuſal.* But they are not obliged to take any Apprentice under Thirteen Years of Age. And an Account in Writing is to be given, under the Maſter or Owner's Hand, to the Collector, before the Veſſel clears out of Port, containing the Names and Number of ſuch Apprentices as are then remaining in his Service.

2 & 3 Ann. c. 6.
4 Ann. c. 19.

18. Any

18. Any Ship Maſter whoſe Ship is laden with Coals only, and has entered into Bond to deliver the ſaid Coals Coaſtwiſe, may, on producing his Coaſt Cocket and making Oath of the true Quantity of Coals on board his Ship (ſuch Quantity not being leſs than is expreſſed in the ſaid Cocket) before the proper Officer of the Cuſtoms, pay the Overſea Duties for ſuch Coals, and ſhall on ſuch Payment receive a Certificate ſigned and ſealed by the Cuſtomer and Comptroller, for ſuch Duty ſo paid; which Certificate being given in to the Cuſtom-Houſe of the Port where ſuch Coals were laid on board, ſhall diſcharge the Coaſt Bond given by ſuch Ship Maſter, the ſame as if the Coals had been landed in Great Britain. — 9 Ann. c. 28. 1 Geo. I. c. 26.

19. Upon Application by or on Behalf of the Commander of any Ship ſtranded, or being in Danger of ſtranding, Sheriffs, or their Deputies, Juſtices of the Peace, all Mayors, Bailiffs, or other Head Officers of the Corporations and Port Towns, Conſtables, Headboroughs, Tithingmen, Officers of the Cuſtoms or Exciſe, Coroners and Commiſſioners of the Land-Tax, are requeſted to command the Conſtables of the ſeveral Ports neareſt the Place, and ſummon Perſons to aſſiſt in preſerving ſuch Ship and Cargo. And the Officers of the Cuſtoms, and Conſtables, may command Ships riding at Anchor near the Place to aſſiſt, by their Boats and as many Hands as they can conveniently ſpare. Commanders of ſuch Ships neglecting or refuſing Aſſiſtance to forfeit 100*l.* to the Commander of the Ship in Diſtreſs. — 12 Ann. c. 18. 4 Geo. I. c. 12. 26 Geo. II. c. 19.

20. Perſons acting in the Preſervation of ſuch Ships are to be rewarded within Thirty Days, on Default whereof the Ships and Cargoes may be detained by the

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Officers of the Cuſtoms: And in caſe of Diſpute about the Quantum of Service, Three Juſtices of the Peace may adjuſt the ſame.

12 Ann. c. 18.
4 Geo. I. c. 12.
26 Geo. II. c. 19.

21. Perſons not impowered, entering, or endeavouring to enter any Ship in Diſtreſs, or moleſting the Preſervation thereof, or defacing the Marks of Goods ſaved, before an Account thereof be taken, are to make double Satisfaction within Twenty Days, or elſe be put to hard Labour Twelve Months. And Perſons entering ſuch Ships without Leave may be repelled by Force.

12 Ann. c. 18.
4 Geo. I. c. 12.
26 Geo. II. c. 19.

22. If any Perſon ſhall make, or be aſſiſting in making any Hole in the Bottom or any other Part of a Ship in Diſtreſs, or ſhall ſteal any Pump belonging to ſuch Ship, or ſhall wilfully do any Thing tending to the immediate Loſs or Deſtruction of ſuch Ship, ſuch Perſon ſhall be deemed guilty of Felony.

12 Ann. c. 18.
4 Geo. I. c. 12.
26 Geo. II. c. 19.

23. If any Owner of, or Maſter, Mariner, or other Perſon belonging to any Ship, ſhall wilfully caſt away, burn, or otherwiſe deſtroy ſuch Ship, or in any Manner or wiſe direct or procure the ſame to be done, to the Prejudice of any Perſon that ſhall underwrite any Policy or Policies of Inſurance thereon, or of any Merchant who ſhall load Goods thereon, or of any Owner of ſuch Ship, ſuch Perſon ſhall ſuffer Death.

4 Geo. I. c. 12.
11 Geo. I. c. 29.

Note. It being doubtful whether this extended to Scotland, the 29th Geo. III. c. 46. provided a ſimilar Puniſhment for ſuch Offenders in Scotland.

24. If any Goods brought Coaſtwiſe, by Cocket, Tranſire, Let-Paſs, or Certificate, ſhall be unſhipped, to be landed or put on Shore before ſuch Cocket, &c. ſhall be delivered to the Cuſtomer or Collector, and Comptroller, of the Place

of

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of Arrival, and Warrant or Sufferance made and given from ſuch Cuſtomer, &c. for landing thereof, the Maſter, Purſer, or other Mariner taking Charge of the Ship, out of which the Goods ſhall be landed or put on Shore, knowing and conſenting thereunto, ſhall forfeit the Value of the Goods ſo unſhipped. And if any Goods of foreign Produce or Manufacture are landed without the Preſence of an Officer of the Cuſtoms, ſuch Goods, or the Value, ſhall be forfeited.

8 Geo. I. c. 18.
11 Geo. I. c. 29.
2 Geo. II. c. 28.
8 Geo. II. c. 21.
15 & 16 Geo. II. c. 33.
21 Geo. II. c. 33.
27 Geo. II. c. 18.
33 Geo. II. c. 16.
7 Geo. III. c. 35.
14 Geo. III. c. 86.
21 Geo. III. c. 29.
28 Geo. III. c. 23.

Note, A temporary Law, to continue till September 29, 1795, and to the End of the next Seſſion of Parliament.

25. If any Foreign Goods ſhall be taken on board any Coaſting Veſſel in Parts beyond the Seas, or out of any Veſſel at Sea, or at any Port or Place in this Kingdom, other than the Port or Place from whence ſuch Goods ſhall be certified, the ſaid Goods, and double the Value, ſhall be forfeited; and the Maſter of the Coaſting Ship ſhall forfeit the Value of ſuch Goods.

9 Geo. I. c. 21.

26. For the Support and Maintenance of Greenwich Hoſpital Sixpence per Month muſt be deducted out of the Wages of every Seaman on board any Ship belonging to the Subjects of Great Britain, Ireland, Guernſey, Jerſey, Alderney, Sark and Man, and the Britiſh Plantations. And every Perſon employed in Boats on the Coaſts of the aforeſaid Places in taking Fiſh which are brought freſh on Shore, and in Boats which trade from Place to Place, or in open Boats on the Coaſt, except Hoys or other Veſſels belonging to London, and employed within the North Foreland in bringing Corn, Fiſh, and other Proviſions to London.

7 & 8 W. III. c. 21.
8 & 9 W. III. c. 23.
12 Ann. c. 6.
10 Ann. c. 17.
2 Geo. II. c. 7.

27. Maſters of Veſſels, &c, neglecting or refuſing to pay ſuch Duty, to forfeit 20*l.* And every Cuſtomer, &c. who ſhall clear

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any Veſſel, or grant any Warrant, Cocket, Tranſire, Return, or Diſcharge, &c. till a Certificate is produced that the Maſter is not more than *Thirty Days* in Arrear, ſhall forfeit 20*l.* — 2 Geo. II. c. 7.

28. Maſters of Ships loaded with Coals, or Perſons having Charge of ſuch Ships, are to deliver to the proper Officers of the Cuſtoms at London the Cockets containing the Lading of ſuch Ships, within Four Days after their Arrival as high as Graveſend, on Penalty of 50*l.* — 4 Geo. II. c. 30.

29. Goods taken in at Sea by any Veſſel, or put out of any Veſſel within Four Leagues from the Coaſt, without Payment of Duty, (unleſs in caſe of Neceſſity or other lawful Reaſon, Notice of which muſt be given to the Chief Officer at the firſt Port of Arrival) are forfeited; and the Maſter or Perſon having Charge of the Veſſel into which they are taken, and alſo of the Veſſel out of which they are taken, is to forfeit treble the Value, and the Veſſel into which the Goods are taken is forfeited, if not exceeding One Hundred Tons. — 9 Geo. II. c. 35.

30. Any Officer of the Cuſtoms or Exciſe, on producing his Warrant or Deputation (if required) may go on board any Coaſting Veſſel within the Limits of any Port of this Kingdom, and rummage all Parts of the Ship for prohibited or uncuſtomed Goods, and remain on board during the Veſſel's Stay in Port; and if any Perſon ſhall obſtruct, oppoſe, or moleſt any Officer in going or remaining on board ſuch Ship, or in entering or ſearching the Cabbin, or other Parts thereof, ſuch Perſon ſhall forfeit 100*l.* — 9 Geo. II. c. 35.

31. All Maſters, Commanders and Owners of Merchant Ships and other private Ships and Veſſels whatſoever, liable to the Payment

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of the Duty of Six-pence per Month for the Relief and Support of maimed and diſabled Seamen, and the Widows and Children of ſuch as ſhall be killed, ſlain or drowned in the *Merchants* Service, ſhall pay all ſuch Monies as ſhall, from Time to Time, be due from them and every of them reſpectively, to the Collectors and Receivers, to be appointed in purſuance of this Act, for or on Account of the ſaid Duty, at the Ports only to which ſuch Ships do reſpectively belong, and before any ſuch Ship ſhall be cleared Inwards by the Officers of the Cuſtoms in any of the Ports of Great Britain; and that no Cuſtomer, Collector, Comptroller, Receiver, Surveyor, Searcher, Waiter, or other Officer whatſoever belonging to the Cuſtoms, ſhall, at any Time hereafter, clear Inwards any Merchant Ship, or other private Ship whatever, by this Act made or declared liable to the Payment of the ſaid Duty of Six-pence per Month, or grant any Warrant or any Cockets, Tranſires, Returns or Diſcharges, for any Ship whatever, or ſhall permit any Ship to go out of any of the Ports before-mentioned, till the Maſter, Commander or Owner of every ſuch Ship reſpectively, ſhall produce and ſhew forth unto ſuch Officer an Acquittance or Certificate, ſigned by the ſaid Receiver or Collector of the ſaid Duties, whereby it ſhall appear, that ſuch Maſter, Commander or Owner has duly and fully paid the ſaid Duty, and that he is not more than Three Months in Arrear for the ſame, or that they are exempted from Payment of the ſaid Duty; and every Maſter, Commander and Owner of any ſuch Ship, who ſhall refuſe or neglect to pay the ſaid Duty of Six-pence per Month, in the Manner and within the Time herein before-mentioned, limited

20 Geo. II. c. 38.

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limited and appointed for Payment thereof, and alſo every Cuſtomer, Collector, Comptroller, Receiver, Surveyor, Searcher, Waiter, and other Officers of the Cuſtoms, who ſhall make Default in any of the Premiſes enjoined them reſpectively by this Act, or ſhall in any wiſe act contrary to the Directions herein before-mentioned, ſhall, for every ſuch Refuſal, Neglect, Default or Act, forfeit the Sum of 20*l.*

And, to prevent unneceſſary Delays in clearing ſuch Ships, in caſe the Commander or Owner of any Ship ſhall not produce ſuch Acquittance or Certificate as aforeſaid to the Tide Surveyor, when he ſhall come on board in order to clear ſuch Ship, the Tide Waiters on board ſuch Ship ſhall be continued, until ſuch Acquittance or Certificate is produced, at the Expence of ſuch Owner, Maſter or Commander, and not at the Expence of the Crown.

32. Every Ship built in Great Britain, on being firſt navigated, is to be furniſhed with a compleat Set of new Sails of Britiſh manufactured Sail-Cloth, which ſhall, bonâ fide, belong to ſuch Ship, on Forfeiture of £ 50 by the Maſter.

9 Geo. II. c. 37.
19 Geo. II. c. 27.
13 Geo. II. c. 28.
24 Geo. II. c. 52.
26 Geo. II. c. 32.
31 Geo. II. c. 36.
32 Geo. II. c. 23.
4 Geo. III. c. 11.
6 Geo. III. c. 8.
12 Geo. III. c. 36.
15 Geo. III. c. 80.
18 Geo. III. c. 45.
22 Geo. III. c. 13.
26 Geo. III. c. 53.
29 Geo. III. c. 55.

Note, The 9th Geo. II. is a temporary Law, to continue in Force till 29th of Septemher, 1792, and from thence to the End of the next Seſſion of Parliament:—The 19th Geo. II. (explanatory of, and enforcing the 9th,) to continue till 24th of June, 1795, and to the End of the next Seſſion of Parliament.

33. Every Foreign Mariner or Seaman, who ſhall have faithfully ſerved during the Time of War on board any of His Majeſty's Ships of War, or any Merchant or other Trading Ship or Privateer, (which during the Time of ſuch Service belonged

to

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to Britiſh Subjects) for the Space of Two Years, ſhall be deemed a natural-born Subject of Great Britain, and have all the Privileges, Powers and Capacities, as if he had been a natural-born Subject, and actually a Native of Great Britain; but ſhall not be of the Privy Council, a Member of Parliament, or hold any Office of Truſt. — 13 Geo. II. c. 3. 20 Geo. III. c. 20.

34. No Officer of the Cuſtoms, or his Deputy, may clear Outwards any Ship or Veſſel wherein Coals, Culm, or Cinders, have been exported; or grant any Warrant, Cocket, Let-Paſs, Tranſire, Sufferance, Return, Diſcharge, or other Diſpatch, for clearing her Outwards, either for a Coaſting or Foreign Voyage, or for loading any Goods thereon, or ſuffer her to go out of any Port or Place in Great Britain, until all the Duties are paid for the Coals, Culm, or Cinders, exported the laſt preceding Voyage; or a Certificate produced from the Chief Officer of the Cuſtoms where they were firſt ſhipped on board her, that the Duties were paid there, on Forfeiture of 100*l.* to His Majeſty. — 22 Geo. II. c. 37.

35. Any Maſter or Perſon having the Charge of a Veſſel laden with Coals, Culm, or Cinders, in order to be carried Coaſtwiſe, on having given Bond accordingly, and proceeding with them to Parts beyond Seas, and unlading, delivering, or diſpoſing of any Part thereof there, not being compelled thereto by Streſs of Weather, or other lawful Neceſſity, forfeits 5*s.* per Chaldron, over and above all Duties payable thereupon. — 22 Geo. II. c. 37.

36. Ammunition, Arms, Gunpowder, or Saltpetre, may be prohibited to be exported or carried Coaſtwiſe, by His Majeſty, by Proclamation or Order in Council. Shipped contrary to ſuch Proclamation or Order,

are forfeited; and may be ſeized by any Cuſtom-Houſe, Impoſt, or Exciſe Officer; or by Warrant from a Magiſtrate: and every Owner forfeits 100*l.* for every Hundred Weight of Saltpetre and Gunpowder; 100*l.* for every Five and Twenty Arms; and 100*l.* for every Two Hundred Weight of any Species of Ammunition; and in Proportion for any leſſer Quantity. Every Perſon aiding or aſſiſting in ſuch ſhipping, forfeits 100*l.* and Treble the Value of the Goods. Every Maſter of a Ship who ſhall take, or ſuffer them to be taken on board, ſhall forfeit 100*l.* 12 Car. II. c. 4. 29 Geo. II. c. 16.

37. Saltpetre, Gunpowder, Arms, or Ammunition, prohibited by Proclamation, or Order in Council, to be carried Coaſtwiſe, ſhall be forfeited, in like Manner as if ſhipped or laden for the Purpoſe of being exported, and ſhall be ſeized and proſecuted in like Manner, and the Perſons offending therein ſubject to the like Penalties. Ships or Boats on board of which any Saltpetre, Gunpowder, Arms or Ammunition, ſhall be exported or carried Coaſtwiſe, or on board of which ſuch Articles ſhall be laden, when the ſame ſhall be prohibited by Proclamation, or Order in Council, to be exported or carried Coaſtwiſe, ſhall be forfeited, with their Guns, &c. and be ſeized by any Officer of the Cuſtoms. But not to extend to Ships of War, or other Ships or Boats in the Service of His Majeſty, or employed by the Board of Ordnance, nor to prevent any Ship from having on board any Arms or Ammunition for the neceſſary Defence of ſuch Ship. 33 Geo. II. c. 2.

38. Culm may be exported from the Port of Milford to the Counties of Pembroke, Carmarthen, Cardigan, or Merioneth, in Ships not exceeding Thirty Tons,

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the Master of the Ship taking out a Sufferance from the Collector for the Quantity shipped, certified by the Searcher, paying 1 *s.* a chaldron: the Certificate of the Collector to be deemed a proper Clearance. } 33 Geo. II. c. 15.

39. The Master of the Ship, returning to Milford, not permitted to take in any other Cargo or Quantity of Culm, until he has made Oath at what Place, and when, he carried his former Cargo: and fraudulently altering his own or the Ship's Name, to forfeit 5 *l.* for every Offence, and the Ship may be detained by the Collector till the Penalty and all Charges are paid; and the Penalty to be applied as directed by the Laws relating to the Duties of Customs. } 33 Geo. II. c. 15.

40. Culm lost after being shipped, and Duty paid, and Oath thereof being made before the Collector; a like Quantity may be shipped Duty free.—See Coals. } 33 Geo. II. c. 15.

41. In Cases where the Tonnage and Burthen of any Ship or Vessel shall be necessary to be ascertained and known, by any Act of Parliament made, or hereafter to be made, concerning the Revenues of Customs, Excise or Salt Duty, the Rule for admeasuring such Ships or Vessels shall be as follows, viz. the Length shall be taken on a straight Line along the Rabbet of the Keel of the Ship from the Back of Main Stern-Post to a perpendicular Line from the fore Part of the Main Stem under the Bowsprit; from which subtracting Three-fifths of the Breadth, the Remainder shall be esteemed the just Length of the Keel to find the Tonnage; and the Breadth shall be taken from the Outside of the Outside Plank, in the broadest Place of the Ship, be it either above or below the Main Whales, exclusive of all Manner of doubling Planks that may be wrought } 13 Geo. II. c. 74.

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upon the Sides of the Ship; then multiplying the Length of the Keel by the Breadth ſo taken, and that Product by Half the Breadth, and dividing the Whole by 94, the Quotient ſhall be deemed the true Contents of the Tonnage, according to which Rule the Tonnage of all ſuch Ships and Veſſels ſhall be meaſured and aſcertained.

42. In caſe any Ship or Veſſel, in which any Gunpowder, above the Quantity of Six Pounds, ſhall happen to be, ſhall arrive in the Haven, Baſon, or Dock, at Hull, on a Sunday, or any Cuſtom Houſe Holiday, it ſhall be lawful for the Maſter or Commander of any ſuch Ship or Veſſel to land the ſame without a Sufferance or Leave from the Officers of His Majeſty's Cuſtoms of Hull for ſo doing, provided the ſame be done in the Preſence of of a Tide Surveyor or Coaſtwaiter. — 14 Geo. III. c. 56.

43. The Act 16 Geo. III. c. 33. reſpecting landing Timber on the new Quay at Briſtol, not to extend to ſuch Goods brought Coaſtwiſe. Vide Inwards, 104, 105, 106, 107. — 16 Geo. III. c. 33.

44. As to obſtructing Officers in the Execution of their Duty, or ſtaving or deſtroying Goods or Veſſels under Seizure, or reſcuing the ſame, ſee Inwards, No. 114. — 19 Geo. III. c. 69.

45. As to the Proſecution of ſuch Perſons as ſhall commit any of the ſaid Offences, ſee Inwards, No. 113. — 19 Geo. III. c. 69.

46. As to the Puniſhment and Impriſonment of Offenders, ſee Inwards, No. 115. — 19 Geo. III. c. 69.

47. As to Offenders who ſhall be deemed fit to ſerve in the Army or Navy, &c. ſee Inwards, No. 116. — 19 Geo. III. c. 69.

48. As to Juſtices adjourning, if an Officer in His Majeſty's Service don't attend to approve the Offender for a Soldier or Sailor, ſee Inwards, No. 117. — 19 Geo. III. c. 69.

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49. As to the Articles of War againſt Mutiny and Deſertion applying to ſuch Perſons, ſee Inwards, No. 118.	19 Geo. III. c. 69.
50. As to Maſters of Veſſels concealing Spirits, Tea, or Coffee, being liable to Penalties, and to forfeit their Wages to the Owners, ſee Inwards, No. 119.	21 Geo. III. c. 39.
51. As to Mates or Seamen of Veſſels concealing Spirits being liable to Penalties, and to forfeit their Wages to the Owners, ſee Inwards, No. 120.	21 Geo. III. c. 39.
52. As to all Veſſels being required to have this Act put up in ſome conſpicuous Part thereof, ſee Inwards, No. 121.	21 Geo. III. c. 39.
53. As to committing Mates and Seamen to Priſon, ſee Inwards, No. 122.	21 Geo. III. c. 39.
54. As to mitigating Penalties, ſee Inwards, No. 123.	21 Geo. III. c. 39.
55. As to Veſſels found within the Limits of any Port of this Kingdom, or within Four Leagues of the Coaſts thereof, having on board Brandy or Spirits in Caſks under Sixty Gallons, or Wine, or Tea, Coffee, or any Goods liable to Forfeiture on Importation, ſee Inwards, No. 124, and the Note.	24 Geo. III. c. 47.
56. As to Veſſels not being forfeited for a ſmall Quantity of Goods on board any Veſſel without the Owner or Maſter's Privity, and without wilful Neglect or Want of reaſonable Care in the Diſcharge of their Duty, ſee Inwards, No. 125.	24 Geo. III. c. 47.
57. As to the Proſecution of ſuch Goods, and the Penalty on the Perſon having Poſſeſſion thereof, ſee Inwards, No. 126.	24 Geo. III. c. 47.
58. As to Cutters, Luggers, &c. and Clench-work Veſſels, and Veſſels of a certain Length, and Veſſels armed for Reſiſtance, found within the aforeſaid Limits or Diſtance, ſee Inwards, No. 127, and the Note.	24 Geo. III. c. 47.
59. As to the Arms ſuch Veſſels may have on board, ſee Inwards, No. 128.	24 Geo. III. c. 47.

60. As to Veſſels having a Licence from the Admiralty, and other Veſſels which are not to be forfeited, ſee Inwards, No. 129.	24 Geo. III. c. 47.
61. No Fee is to be received for ſuch Licence, or for regiſtering the ſame.	24 Geo. III. c. 47.
62. The Owner of every Veſſel, licenſed as before mentioned, ſhall, before the Ship proceeds to Sea or ſails out of any Port, Harbour, or Creek of this Kingdom, bring, or cauſe his Licence to be brought, to the Collector or proper Officer of the Cuſtoms of the Port, &c. from which ſuch Veſſel is about to ſail, and ſuch Collector is to regiſter the ſame; and the Maſter ſhall alſo produce the ſame to the Collector, &c. of any and every Port, &c. at which he ſhall arrive.	24 Geo. III. c. 47.
63. As to the Particulars to be ſpecified in the Licence, and the Security to be given, on Failure of which the Licence is to be void and the Veſſel proſecuted, ſee Inwards, No. 131, and the Note.	24 Geo. III. c. 47.
64. As to Perſons maliciouſly ſhooting at Veſſels in the Navy, Cuſtoms, or Exciſe, or maliciouſly ſhooting at or wounding Officers, or any Perſon aſſiſting them, being deemed Felons, ſee Inwards, No. 132.	24 Geo. III. c. 47.
65. As to proceeding againſt ſuch Perſons and committing them, and as to Offenders, required to ſurrender themſelves, not ſurrendering, &c. ſee Inwards, No. 133.	24 Geo. III. c. 47.
66. As to Perſons harbouring ſuch Offenders, after the Time appointed for their Surrender, being deemed Felons, and liable to be tranſported, &c. ſee Inwards, No. 134.	24 Geo. III. c. 47.
67. As to apprehending Offenders by the ordinary Courſe of Law, &c. ſee Inwards, No. 135.	24 Geo. III. c. 47.
68. As to Perſons obſtructing Officers being ſentenced to Hard Labour on the River Thames for Three Years, or committed to Gaol for that Time, ſee Inwards, No. 136.	24 Geo. III c. 47.

69. As to Offenders charged with obſtructing Officers, whoſe Offence falls within the Proviſions of the 19th Geo. III. c. 69. (as ſtated, Inwards, No. 72 to 77) being proceeded againſt under that Act, ſee Inwards, No. 137. — 24 Geo. III. c. 47.

70. As to proceeding for Offences in England, &c. ſee Inwards, No. 138. — 24 Geo. III. c. 47.

71. As to Offences in Scotland, ſee Inwards, No. 139. — 24 Geo. III. c. 47.

72. As to admitting Perſons to Bail for a Miſdemeanor in England, ſee Inwards, No. 140. — 24 Geo. III. c. 47.

73. As to admitting Perſons to Bail for a Miſdemeanor in Scotland, ſee Inwards, No. 141. — 24 Geo. III. c. 47.

74. As to ſhooting at Veſſels not bringing-to, when required or chaſed by a Veſſel in the Service of the Navy, having the Pendant and Enſign hoiſted, or a Revenue Veſſel, having a Pendant and Enſign hoiſted, ſee Inwards, No. 142. — 24 Geo. III. c. 47.

75. As to the Penalty on Maſters of Veſſels, not in the Navy, Cuſtoms, or Exciſe, hoiſting ſuch Pendant or Enſign, ſee Inwards, No. 143. — 24 Geo. III. c. 47.

76. As to the Penalty for bribing or offering a Bribe to Officers of the Navy, Cuſtoms, or Exciſe, ſee Inwards, No. 146. — 24 Geo. III. c. 47.

77. It ſhall not be lawful for any Collector, or other Officer of the Cuſtoms, to clear Coaſtwiſe, any Veſſel laden, or in Part laden, with Coals, Culm, or Cinders, nor to ſign or grant any Cocket, Tranſire, or other Diſpatch, for clearing any ſuch Veſſel, until the Maſter, or Perſon taking Charge thereof, ſhall produce and deliver to the Collector or proper Officer of the Cuſtoms, Two Certificates from the Fitter or Fitters vending or delivering the Coals, Culm, or Cinders, with which ſuch Veſſel ſhall be laden, or in Part laden, ex- — 25 Geo. III. c. 54.

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preſſing the real Quantity ſo vended or delivered; which Certificates ſuch Fitter is to give to the Maſter, and which the ſaid Collector or other Officer is to ſign, and enter and regiſter the ſame in a public Book, to be kept for that Purpoſe. One of which Certificates, after being ſigned, entered, and regiſtered, ſhall be returned to the Maſter of the Veſſel, and the other remain in the Cuſtody of the Collector or proper Officer, who ſhall be paid a Fee of 6*d.* and no more: And any Perſon may have Recourſe to the ſaid Regiſter without Fee or Reward, and examine the ſame.

Note, The Act don't ſay what the Maſter is to do with the Certificate returned him by the Collector: It ſhould ſeem to be intended for the Purpoſe of accompanying the Goods, by way of Check at the Landing Port, that no Fraud may be committed, or the Officers impoſed on as to the true Delivery of Goods.

78. If any Coals, Culm, or Cinders, laden on board any Ship cleared Coaſtwiſe, ſhall be exported before the Duties have been paid, the Maſter, or other Perſon taking Charge of the Veſſel, ſhall, before he be permitted to enter or clear out his Veſſel Coaſtwiſe, or for Parts beyond the Seas, not only pay the Collector or proper Officer, at the Port from whence the Veſſel is intended to be cleared out, the Duties due on Exportation, but alſo 3*s.* per Chaldron, Wincheſter Meaſure, for every Chaldron which had been entered Coaſtwiſe, and delivered beyond the Seas. 25 Geo. III. c. 54.

79. But if it ſhall appear, on the Oaths of the Maſter, Mate, and Two Mariners belonging to the Veſſel, and who were on oard when ſhe was cleared Coaſtwiſe, and ſailed in her during the whole Voyage,

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(ſuch Oath to be taken before the Collector or other principal Officer of the Port) that ſuch Veſſel was really and bonâ fide forced by contrary Winds, or other unavoidable Neceſſity and Diſtreſs of Weather, into ſuch Parts beyond the Seas, and could not, by reaſon of ſuch Neceſſity and Diſtreſs, have proceeded with ſuch Coal, Culm, or Cinders, to this Kingdom; which Proof ſhall be tranſmitted to the Commiſſioners of the Cuſtoms: And if it ſhall appear, to their Satisfaction, that the Veſſel was forced into Parts beyond the Seas, the Commiſſioners may order the Collector or proper Officer of the Cuſtoms, to whom the ſaid Duties and the 3*s.* per Chaldron ſhall be paid, to grant the Maſter a ſpecial Certificate, in order that his Coaſt Bond may be diſcharged, and to return the 3*s.* per Chaldron: But on Failure of the Proof, or the ſame ſhall not be ſatisfactory to the Commiſſioners, the Coaſt Bond ſhall be put in Suit. — 25 Geo. III. c. 54.

80. The Entry and Regiſter of Fitters Certificates is to be admitted as full Evidence of the Fact, where the Original is not produced. — 25 Geo. III. c. 54.

81. Any Revenue Officer, properly authorized to examine any Veſſel or Cargo, ſhall, at any Time, have free Acceſs to the Cabin, and every other Part of the Veſſel; and in caſe any Places within the Cabin, or any other Part of the Ship, or any Boxes or other Thing contained therein, ſhall be locked or faſtened, and the Keys with-held, or the Places not opened on the Officer requiring the ſame of the Maſter, ſuch Officer, if a Degree ſuperior to a Tideſman or Waterman, is authorized to open the ſame in the beſt Manner he can, and indemnified in ſo doing; but if he be only a Tideſman or Waterman, he ſhall — 26 Geo. III. c. 40.

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ſend for a Superior Officer, who may open or cauſe the ſame to be opened, and ſhall be indemnified in ſo doing.

82. As to Ships being entitled to the Privileges of Britiſh built or Britiſh owned, and being required to be regiſtered, and the Penalties, Regulations, and Reſtrictions, reſpecting Ships Regiſters, ſee Inwards, 165 to 196—199 to 206. 26 Geo. III. c. 60. 27 Geo. III. c. 19.

83. No Ship or Veſſel, which by this Act is directed to be hereafter regiſtered, or which is directed, inſtead of the Regiſter now required by Law, to take out a new Regiſter, ſhall be permitted, after her firſt Arrival at the Port to which ſhe belongs, to clear outwards to Foreign Parts, or Coaſtwiſe, or to proceed to Sea, in order to fiſh on the Coaſts, or for any other Purpoſe whatever, as a Britiſh Ship or Veſſel, or ſhall be in any wiſe entitled to the Privileges of a Britiſh Ship or Veſſel, unleſs the Owner or Owners thereof ſhall have obtained a Certificate of Regiſtry; and in caſe any ſuch Ship or Veſſel ſhall depart from ſuch Port without being regiſtered, and without having obtained a Certificate as aforeſaid, every ſuch Ship or Veſſel ſhall be ſubject to Forfeiture, and alſo all the Guns, Furniture, Ammunition, Tackle, and Apparel, to ſuch Ship or Veſſel belonging. 26 Geo. III. c. 60.

84. Whereas it has been found that Maſters of Ships and Veſſels have wilfully and maliciouſly detained and refuſed to deliver up Certificates of Regiſtry, granted in purſuance of an Act made and paſſed in the 7th and 8th Years of the Reign of His late Majeſty, King William III. and alſo of an Act paſſed in the 26th Year of His preſent Majeſty's Reign, to the Prejudice of the Owner or Owners of ſuch Ships and Veſſels; for the remedying where-

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of, in future, be it enacted, that on Complaint made, on Oath, (by the Owner or any of the Owners of any Ship or Veſſel whoſe Certificate of Regiſtry ſhall be ſo detained and refuſed to be delivered up) of ſuch Detainer and Refuſal, to any Juſtice of the Peace reſiding near to the Place where ſuch Detainer and Refuſal ſhall be, either in Great Britain, or in the Iſlands of Jerſey, Guernſey, or Man, or in any Colony, Plantation, Iſland, or Territory, to His Majeſty belonging, in America, it ſhall and may be lawful for ſuch Juſtice, by Warrant under his Hand and Seal, to cauſe ſuch Maſter to be brought before him, to be examined touching ſuch Detainer and Refuſal; and if it ſhall appear to the ſaid Juſtice, on Examination of the Maſter, or otherwiſe, that the ſame is not loſt or miſlaid, but is wilfully and maliciouſly detained by the ſaid Maſter, ſuch Maſter ſhall be thereof convicted, and ſhall forfeit and pay 100*l.* and on Failure of Payment thereof within the Space of Two Days after ſuch Conviction, he ſhall be committed to the Common Gaol, there to remain, without Bail or Mainprize, for ſuch Time as the ſaid Juſtice ſhall, in his Diſcretion, deem proper, not being leſs than Six Months, nor more than Twelve Months. 28 Geo. III. c. 34.

85. It ſhall and may be lawful for the ſaid Juſtice, and he is hereby required, to iſſue a Warrant under his Hand and Seal, to cauſe Search to be made for ſuch Certificate; and if the ſame ſhall be found, the ſaid Juſtice ſhall cauſe the ſame to be delivered to the Owner or ſuch of the Owners as ſhall have made the Complaint; and if the ſame ſhall not be found, the ſaid Juſtice ſhall, and he is hereby required to certify the aforeſaid Detainer, Refuſal, and

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Conviction, to the Perſon or Perſons who granted the laſt Certificate of Regiſtry for ſuch Ship or Veſſel, who ſhall, on the Terms and Conditions of the ſaid Acts being complied with, make Regiſtry of ſuch Ship or Veſſel de novo, and grant a Certificate thereof, conformably to the Directions of the ſaid Acts, notifying on the Back of ſuch Certificate the Ground upon which ſuch Ship or Veſſel was ſo regiſtered de novo.	28 Geo. III. c. 34.
86. As to Veſſels, having a Bowſprit exceeding in Length more than Two-thirds of the Veſſel, being forfeited, &c. ſee Inwards, No 207.	27 Geo. III. c. 32.
87. As to the Names of Veſſels being required to be painted on every Boat belonging to them, &c. ſee Inwards, No. 208.	27 Geo. III. c. 32.
88. As to Veſſels having a Licence not being forfeited by this Act, ſee Inwards, No. 209, and Note.	27 Geo. III. c. 32.
89. As to Veſſels being forfeited, if found out of the Limits of their Licence, ſee Inwards, No. 210.	27 Geo. III. c. 32.
90. As to ſuch Veſſels not being forfeited, if out of ſuch Limits by Neceſſity or Diſtreſs of Weather, ſee Inwards, No. 211.	27 Geo. III. c. 32.
91. As to the Production of all Licences to Revenue Officers within the Limits of a Port, or Four Leagues of the Shore, and the Forfeiture of Veſſels, &c. if the Licence is not on board, or if there is no Endorſement of Security having been given, ſee Inwards, No. 212.	27 Geo. III. c. 32.
92. In caſe any Goods or Commodities, or any Ships, Veſſels, Boats, Horſes, Cattle, or Carriages, ſhall be ſeized as forfeited, by virtue of any Act of Parliament relating to the Revenue of Cuſtoms, it ſhall be lawful for the Commiſſioners of the Cuſtoms in England, or any Four or	

more of them, and the Commiſſioners of the Cuſtoms in Scotland, or any Three or more of them, on Evidence given to their Satisfaction, that the Forfeiture aroſe without any Deſign or Intention of Fraud in the Proprietor or Proprietors of ſuch Goods or Commodities, Ships, Veſſels, Boats, Horſes, Cattle, or Carriages, to order the ſame to be reſtored to ſuch Proprietor or Proprietors, in ſuch Manner, and on ſuch Terms and Conditions, as, under the Circumſtances of the Caſe, ſhall appear to the ſaid Commiſſioners of the Cuſtoms in England or Scotland reſpectively, to be reaſonable, and as they ſhall think fit to direct. And if the Proprietor or Proprietors ſhall comply with the Terms and Conditions preſcribed by ſuch Commiſſioners, it ſhall not be lawful for the Officer or Officers, who ſhall ſeize ſuch Goods or Commodities, Ships, Veſſels, Boats, Horſes, Cattle, or Carriages, or any other Perſon in his Behalf, to proceed in any Manner for the Condemnation thereof: But if ſuch Proprietor or Proprietors ſhall not comply with the Terms and Conditions preſcribed by the ſaid Commiſſioners reſpectively, ſuch Officer ſhall be at Liberty, and is hereby authorized, to proceed for the Condemnation of ſuch Goods or Commodities, Ships, Veſſels, Boats, Horſes, Cattle, or Carriages, as if this Law had not been made: Provided always, that if ſuch Proprietor or Proprietors ſhall accept the Terms and Conditions preſcribed by the ſaid Commiſſioners of the Cuſtoms reſpectively, ſuch Proprietor or Proprietors ſhall not have or be entitled to any Recompence or Damage on Account of the Seizure or Detention of ſuch Goods or Commodities, Ships, Veſſels, Boats, Horſes, Cattle, or Carriages, or have or maintain any Action whatever for the ſame. } 27 Geo. III. c. 32.

93. It

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93. It ſhall be lawful for the Proprietor or Importer of any Coals brought Coaſtwiſe, or for the known Agent or Factor of ſuch Proprietor, to ſecure the Duties by Bond; ſuch Bond ſhall be given to His Majeſty, in a Penalty equal to double the Amount of the Duties, by ſuch Importer, &c. together with the Maſter of the Ship, with Condition that ſuch Importer, &c. ſhall truly pay, or cauſe to be paid, within Sixteen Days from the Date of the Bond, to the Collector of the Coal Duties, the full Sum due and payable for the Coals delivered out of ſuch Ship. } 27 Geo. III. c. 32.

94. In caſe any Importer, &c. who ſhall have entered into Bond as aforeſaid, ſhall be deſirous of becoming Security for the Duties on any other Cargo of Coals, during the Time ſuch Bond ſhall remain undiſcharged, the ſaid Collector may refuſe ſuch Importer, &c. to be again Security, until ſuch Importer, &c. with Three ſufficient Sureties, to be approved of by ſuch Collector, have given Bond to His Majeſty, in 4,000*l.* with Condition that ſuch Importer ſhall, from Time to Time, pay, or cauſe to be paid, to the ſaid Collector, ſuch Sum as ſhall be due for the Duties on any Coals delivered out of any Ship, and for the Payment of which, ſuch Importer, &c. ſhall have entered into Bond as aforeſaid. } 27 Geo. III. c. 32.

95. No Wool, Wool Fels, Mortlings, Shortlings, combed Wool, or Woollen Bay Yarn, Worſted Yarn, Wool Flocks, Cruels, or Wool ſlightly manufactured, ſhall be ſhipped to be carried Coaſtwiſe, unleſs Notice be firſt given to the Officer of the Cuſtoms at the Port from whence the ſame is to be ſent, of the Quantity, Quality, and Package, with the Marks, Numbers, and Weight, the Name of the Ship and the Maſter, the Owner of the

Goods,

Goods, and the Place of his Abode, the Port or Place at which the ſame is to be landed, and the Name of the Perſon to whom conſigned; and Bond ſhall alſo be firſt given to His Majeſty, by Two ſufficient Perſons, in treble the Value of the Goods, that the ſame ſhall be landed accordingly, the Danger of the Seas excepted; which Bond ſhall be executed by the Owner of the Goods, or ſome Perſon appointed by the Owner, whoſe Execution ſhall be deemed the Act of the Owner, &c. and a Licence, to be granted without Fee, ſhall be taken out from the Commiſſioners or Chief Managers of the Cuſtoms, or any Three of them, for lading, carrying, or landing thereof; and if any Wool ſhall be ſhipped before ſuch Bond is given, and before the Directions of this Act are duly complied with, the ſame, or the Value, ſhall be forfeited, together with the Veſſel or Boats, to the Informer. } 28 Geo. III. c. 38.

96. Whereas in Scotland there are many Lochs and Inlets of the Sea, on which it may be neceſſary to carry the ſaid Articles from one Part of the Coaſt to another, on board Boats or other Veſſels; and there are alſo adjacent to the Coaſt of Scotland, a great many Iſlands, from whence Wool muſt be brought to the Main Land, or carried from the Main Land to the Iſlands; it is therefore provided, that the carrying or landing the ſaid Articles for the Purpoſes aforeſaid, ſhall not be deemed carrying or landing Coaſtwiſe. } 28 Geo. III. c. 38.

97. The Cuſtomer, Collector, and Comptroller, at the Port of Shipping, on Clearance of the Ship, not ſending Notice to the Cuſtomer at the Port for which Wool is ſhipped, to forfeit 10*l.* to the Informer, the Notice to ſet forth the Quantity, Quality, and Package, the Marks and

Numbers,

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Numbers, and the Name of the Ship, with the Maſter thereof; the Coaſt Bonds for the ſaid Articles to be diſcharged, by Certificate under the Hand and Seal of the Cuſtomer, Collector, or Comptroller, at the Landing Port, expreſſing the Quantity, Quality, &c. which they are to tranſmit to the Cuſtomer, Collector, and Comptroller, at the Shipping Port, within Seven Days after landing, under Penalty of 10*l.* to the Informer; and another Certificate of the Landing is alſo to be given by the Cuſtomer, &c. to the Maſter of the Veſſel, when the ſame ſhall be requeſted, without Fee: Bonds, not diſcharged in Six Calendar Months, are to be ſent to the Commiſſioners of the Cuſtoms, who are to put them in Suit immediately. If the Wool is not landed at the Port to which conſigned, in a reaſonable Time, the Cuſtomer, Collector, or Comptroller, are to ſend Notice to the Cuſtomer, &c. at the Shipping Port, that Enquiry may be made how the ſame has been diſpoſed of. } 28 Geo. III. c. 38.

98. Nothing in this Act is to prevent Evidence being given in any Suit for the Forfeiture of any Veſſel bound Coaſtwiſe, or Proſecution againſt the Maſter of ſuch Veſſel, in order to ſhew, from the Smallneſs of the Quantity of the ſaid Articles, that the ſame were on board ſuch Ship without the Knowledge of the Owner or Maſter, and without wilful Neglect, or Want of reaſonable Care in the Diſcharge of their Duty; and in caſe where ſuch Evidence ſhall be given, the Maſter, Owner, &c. ſhall not be puniſhed, nor the Ship, &c. forfeited; but the Articles themſelves are to be forfeited to the Benefit of the Seizor. } 28 Geo. III. c. 38.

99. A Regiſter is to be kept of Wool, &c. ſent Coaſtwiſe, with the Quantity,

Quality,

Quality, and Package thereof, the Name of the Ship and Maſter, the Name of the Shipper and Perſon to whom conſigned, and his Place of Abode; and a Regiſter of the Return of the landing of the Wool, &c. is alſo to be kept by the Cuſtomer, or Collector, or Comptroller, at each Port, and a Copy thereof tranſmitted once in every Six Months to the Commiſſioners of Cuſtoms in London, there to be regiſtered in a Book by ſome Perſon to be appointed for that Purpoſe; which Regiſter ſhall be inſpected, on Payment of 1*s.* by any Perſon; and a printed Copy of ſuch Regiſter ſhall, within Sixty Days after the End of each Year, be tranſmitted by the Commiſſioners of Cuſtoms to the different Cuſtom Houſes in this Kingdom; which Copies ſhall be inſpected by any Perſon, on Payment of the like Fee. } 28 Geo. III. c. 38.

100. The Maſter of any Ship loading Wool Coaſtwiſe, ſuffering the ſame to be unpacked, except by Neceſſity, of which ſuch Maſter ſhall make Proof before a Juſtice of the Peace at the Port of Arrival, to forfeit 40*s.* for every Bag. } 28 Geo. III. c. 38.

101. The aforeſaid Articles carried Coaſtwiſe muſt be ſhipped and landed in the Preſence of the proper Officers, and at the lawful Quays, or ſuch Wharfs or Places as the Commiſſioners of the Cuſtoms, or any Three of them, ſhall appoint, (ſuch Appointment to continue till they ſhall revoke the ſame), unleſs by ſpecial Sufferance, on Forfeiture of the Wool, &c. or the Value, and 3*s.* per lb. to be paid by the Perſons concerned in ſuch unlawful ſhipping or landing. } 28 Geo. III. c. 38.

102. Cocquets for carrying, and Certificates of landing Wool, to be written on Paper, and ſigned by Three Chief Officers; and all Wool, &c. both at ſhipping and

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landing, ſhall be weighed in the Preſence of the Officers giving ſuch Cocquets and Certificates, and the exact Weight, Marks, and Numbers, ſhipped and landed, ſhall be particularly expreſſed in the Cocquets and Certificates, without any Obliteration, Eraſure, or Interlineation. — 28 Geo. III. c. 38.

103. Perſons obſtructing, wounding, or beating, any Perſon putting this Act into Execution, or Perſons being armed with offenſive Weapons, or diſguiſed, who ſhall reſcue, or attempt to reſcue, any Seizure, ſhall be tranſported for a Time not exceeding Seven Years, and be deemed Felons if they return to Great Britain before the Expiration of the Time for which they ſhall be tranſported. — 28 Geo. III. c. 38.

104. Perſons bribing, or offering any Bribe to, Officers of the Cuſtoms, Exciſe, &c. to connive at the Exportation or Removal of Sheep, or the aforeſaid Articles, contrary to this Act, or to do any thing whereby the Proviſions thereof may be evaded or broken, to forfeit 300*l.* to the Benefit of the Informer, whether the Offer, Propoſal, or Promiſe, be accepted and performed, or not; and the Penalty to be ſued for in a Court of Record. — 28 Geo. III. c. 38.

105. No Tobacco, &c. or Snuff brought to any Place in Great Britain, by Cocqeut, Tranſire, or Permit, to be landed without Entry being firſt made with the Officers of the Cuſtoms, on Forfeiture, and alſo of double the Value of the Tobacco, &c. to be ſeized by any Officer of the Cuſtoms or Exciſe. — 29 Geo. III. c. 68.

106. As to the Regulations, Reſtrictions, and Forfeitures, on the Removal of Corn Coaſtwiſe, ſee Inwards, 244 to 250, and Outwards, 183 to 191. — 31 Geo III. c. 30. 32 Geo. III. c. 50. 35 Geo. III. c. 65.

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FINIS.

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G.R.
BRITISH MUSEUM

BRITISH FISHERY.

1. A Bounty of 20*s.* per Ton ſhall be paid annually, in the Manner herein after preſcribed, to the Owner of every Veſſel of not leſs than Fifteen Tons Burthen, manned and navigated according to Law, which ſhall be fitted out for and employed in the Britiſh White Herring Fiſhery. 26 Geo. III. c. 81. 27 Geo. III. c. 10.

2. Every Veſſel to be deemed properly fitted out in the Fiſhery ſhall be a decked Veſſel, built in Great Britain after the 1ſt of January, 1788, and ſhall have (barrelled up in new Barrels) Twelve Buſhels of Salt for every Laſt of Fiſh which ſuch Veſſel is capable of containing, and as many more new Barrels as ſuch Veſſel is capable of carrying; and alſo 250 ſquare Yards of Netting for each Ton of Meaſurement, together with the cuſtomary Quantity of other Materials for the Equipment and mounting of the 250 Yards of Netting, but with Liberty to make uſe of ſuch Nets therein as ſhall be found beſt adapted to the Fiſhery, and ſhall have on board Five Men for the firſt Fifteen Tons, and One additional Man for every Five Tons exceeding Fifteen Tons, and ſo ſtored, &c. ſhall clear out of ſome Port in Great Britain between the 1ſt of June and the 20th of November in the ſame Year, and ſhall proceed immediately upon the Fiſhery, and there begin and continue to fiſh without impeding any other Veſſel, for Three Months, to be computed from the Day upon which the Maſter and Crew ſhall firſt ſhoot or wet their

26 Geo. III. c. 81. 35 Geo. III. c. 56.

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their Nets, unleſs ſuch Veſſel ſhall, within that Time, return into Port with a full Cargo of Fiſh, taken wholly by the Maſter and Crew of ſuch Veſſel.

3. No Veſſel to be deemed to have a full Cargo, if under ~~the Proportion~~ of Four Barrels of Herrings, once packed, or Three, twice packed, for every Ton Burthen. — 27 Geo. III. c. 10.

4. No Perſon ſhall be entitled to the Bounty for any Veſſel which ſhall not proceed directly upon the Fiſhery from that Part of the Kingdom to which ſuch Veſſel ſhall belong, and where the Owner ſhall reſide; and the Maſter and Owner ſhall take out a Licence from the Collector or Comptroller of the Port for her intended Voyage. — 26 Geo. III. c. 81.

5. Before any Veſſel ſhall proceed, ſuch Veſſel ſhall be viſited by ſuch Officer of the Cuſtoms as ſhall be appointed by the Commiſſioners of the Cuſtoms, which Officer ſhall examine ſuch Veſſel, and take an Account of the Tonnage, and certify to the Commiſſioners his Viſitation, and that ſuch Veſſel hath on board ſuch a Quantity of Fiſhing Nets, &c. and is otherwiſe a proper Veſſel to be employed in the Fiſhery; and thereupon, in caſe the Owner, or his Agent, and alſo the Maſter of ſuch Ship, ſhall make Oath before the Collector or Comptroller of ſuch Port, to be ſubſcribed to the ſaid Certificate, that it is really their firm Purpoſe and determined Reſolution that ſuch Veſſel ſhall proceed upon the Britiſh White Herring Fiſhery, there to continue fiſhing, in a regular Manner, for Three Months, (unleſs ſuch Veſſel ſhall ſooner obtain a full Lading of Fiſh) without impeding any other Veſſel; and if after ſuch Certificate and Oath ſuch Owner, or his Agent, — 26 Geo. III. c. 81.

and

and alſo the Maſter of ſuch Veſſel, ſhal, become bound, with Two ſufficient Sureties, unto His Majeſty, in ſuch Sum as ſhall be equal to treble the Bounty on the Tonnage of ſuch Veſſel, (the Bond to be in Force Three Years) then the Collector and Comptroller to grant full Licence to proceed on ſuch Voyage.

6. On the Return of ſuch Veſſel into any Port, the Chief Officer of the Cuſtoms, or ſuch Officer as he ſhall appoint, ſhall view the Condition of Lading, and certify the ſame with his Obſervations thereon, and alſo the Tonnage, and Names of the Maſter and other Perſons on board, and the Maſter ſhall alſo make Oath before the Collector or Comptroller, to be written on the Back of, or annexed to the Licence, (which the Maſter is to deliver up) that ſuch Veſſel did proceed from the Port, upon it's laſt Clearance from thence Outwards, upon the Britiſh White Herring Fiſhery, and did remain employed in fiſhing for Herrings, or other Fiſh, according to Law, from the Day of ; to the Day of ; and during all that Time the Quantity of Nets and other Stores, and Number of Men required, were on board, and that the ſaid Veſſel hath not, ſince it's laſt Clearance Outwards from the ſaid Port, been on any other Voyage, or purſued any other Deſign or View of Profit than that of taking Fiſh, and ſalting or curing the ſame, or ſalting or curing other Freſh Fiſh, lawfully purchaſed at Sea; and that all the Fiſh brought into Port were taken by the Crew belonging thereto, (or in caſe of ſuch Veſſel not returning till after the Expiration of Three Months) were purchaſed of Britiſh Subjects, which Certificate, Licence and Oath, with an Account of the Fiſh taken by the ſaid Veſſel } 26 Geo. III c. 81.

ſhall

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ſhall be tranſmitted by the Collector or Comptroller to the Commiſſioners of the Cuſtoms; and ſuch Commiſſioners being ſatisfied of the faithful Dealing of the Maſter and Perſons employed, ſhall cauſe Payment to be made to the Owner, by the Receiver General of the Cuſtoms, of 20*s.* per Ton.	
7. The Owner of any Veſſel coming into Port with a leſs Number of Men than is required, unleſs it be made appear that the Reduction was occaſioned by Death, Sickneſs, or Deſertion, without any Default or Colluſion on the Part of ſuch Owner, or which ſhall return within Three Months without a full Cargo, or having a full Cargo, unleſs the Whole thereof were caught by the Maſter and Crew of ſuch Veſſel, ſhall not be entitled to any Bounty.	26 Geo. III. c. 81.
8. Bounties to be paid by the Receiver General of the Cuſtoms, &c. out of any Money ariſing from Revenue.	26 Geo. III. c. 81.
9. For every Barrel of Herrings, twice packed and completely cured, which ſhall, during any one Year, be landed from any Veſſel, the Owner of which ſhall be entitled to the Bounty of 20*s.* per Ton, there ſhall be paid a Bounty of 4*s.*	26 Geo. III. c. 81.
10. But if the Quantity imported exceeds the Proportion of Two and One-half Barrels to a Ton, only 1*s.* per Barrel above that Proportion ſhall be paid.	26 Geo. III. c. 81.
11. The Quantity to be computed while in the State of Sea Steeks, Four Barrels of which are to be deemed equal to Three of Herrings twice packed.	26 Geo. III. c. 81.
12. To Boats not entitled to the Bounty of 20*s.* per Ton, a Bounty of 2*s.* per Barrel is to be paid.	26 Geo. II. c. 81. 35 Geo. III. c. 56.
13. Caſks containing Herrings entitled to Bounty to be branded by the Officers,	

diſtinguiſhing

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diſtinguiſhing the Tonnage Bounty from the other. — 26 Geo. III. c. 81.

14. The Bounties of 4*s.* and 2*s.* ſhall be paid by the ſame Perſon, and in ſuch Manner, as the Bounty of 20*s.* per Ton. — 26 Geo. III. c. 81. 35 Geo. III. c. 56.

15. Beſides the Bounties before granted there ſhall be paid the Premiums following (that is to ſay) for the greateſt Quantity of Herrings which ſhall be caught by the Crew of any one Veſſel, the Owners whereof ſhall be intitled to the Bounties of 20*s.* per Ton, and 4*s.* and 1*s.* per Barrel, brought in by ſuch Veſſel between the 1ſt of June and the 30th of November in any Year, Eighty Guineas; and for the next greateſt Quantity Sixty Guineas; and for the next greateſt Quantity Twenty Guineas; which Sum ſhall be paid at any Time after the 30th November in every Year, by the ſame Perſon, and in ſuch Manner as the Bounty of 20*s.* per Ton. — 26 Geo. III. c. 81.

16. For all ſuch dried Cod, Ling, or Hake, as by virtue of 5 Geo. I. or any ſubſequent Act would (in caſe this Act had not been made) have been entitled to the Bounty of 5*s.* per Hundred, there ſhall be paid the Rate of 3*s.* per Hundred Weight in the ſame Manner as the Bounty of 3*s.* by the ſaid Act for every Hundred Weight of dried Cod-Fiſh, Ling or Hake, commonly called Haberdine, is payable; and the ſaid Bounty of 5*s.* per Hundred ſhall be repealed. — 26 Geo. III. c. 81.

17. On all Barrels and Caſks in which any Fiſh (except freſh Fiſh) ſhall be packed, either for Exportation or Home Conſumption, the Names of the Curers ſhall be marked with Iron, in fair Characters; and every Barrel or Caſk in which any Fiſh, (except freſh Fiſh) ſhall be packed, and which ſhall not have the Name of the Curer marked and burnt as afore-

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said, shall be seized by any Officer of the Customs, and upon due Proof of the Fact before any Justice of the Peace, such Barrel or Cask shall, with the Fish, be forfeited

18. The Staves of Barrels in which White Herrings are packed for Exportation must be Half an Inch thick; and full bound, or forfeited, on Proof of the Fact before a Justice. — 26 Geo. III. c. 81.

19. Every Person who shall, for the Space of Seven successive Years have followed the Occupation of a Seaman, or Fisherman, employed in the Fisheries of Great Britain (being a married Man) may set up any such Trade as he is able for, in any Town or Place within the Kingdom of Great Britain, with the like Exception in respect to the Two Universities, &c. as any Mariner or Soldier may do by Virtue of the 22d Geo. II. — 26 Geo. III. c. 81.

20. Fish cured with British Salt may be exported from One Port to another in the united Kingdom for Home Consumption. — 26 Geo. III. c. 81.

21. The Duties, which by the 29th Geo. II. cap. 23. are payable on the Importation into England, of Salmon, Cod, Ling, Tusk, and other White Fish, cured with Salt made in Scotland, for which the Duty hath been there paid, shall be continued, and the same shall be extended to all Salmon, Cod, Ling, Hake, Tusk, and other White Fish, brought from Scotland into any Port in England, for Home Consumption, cured in Scotland with Salt made in any Part of Great Britain, for which the Duty hath been paid, and the several Provisions, &c. in the said Act, for the Entry and Clearance of such Salmon, &c. cured with Salt made in Scotland, and for the Importation and Removal thereof, and for — 26 Geo. III. c. 81.

the

the Payment and Security of the Duties, and the ſeveral Penalties, &c. ſhall be obſerved and enforced in reſpect to the Duties hereby granted.

22. Perſons may carry from any Port in the united Kingdoms of Great Britain to any other Port, for Exportation, any Red Herrings, or White Herrings, or any Salmon, Cod, Ling, Tuſk, or other White Fiſh, the Owner of the Fiſh, or Maſter of the Veſſel making Oath before the Chief Officer of the Cuſtoms, or his Deputy, that ſuch Fiſh were caught in Great Britain, or on the Coaſt thereof, and cured with Salt delivered Duty free, from ſome Part of the united Kingdom of Great Britain, and when and where, and to whom the Salt was delivered. 26 Geo. III. c. 81.

23. Such Red Herrings, White Herrings, Salmon, Cod, Ling, Tuſk, or other White Fiſh, ſo brought Coaſtwiſe, ſhall, upon Exportation, be entitled to the ſame Allowances or Bounties, as by the ſaid Act of 5 Geo. I. are granted on the Exportation of Fiſh cured in Great Britain, ſuch Fiſh being ſubject to the ſame Rules and Regulations to prevent the re-landing, &c. and the Owner ſubject to the ſame Penalties as by the ſaid Act are preſcribed in regard to Fiſh cured and exported. 26 Geo. III. c. 81.

24. No Bounty on any Red Herrings, White Herrings, Salmon, Cod, Ling, Tuſk, or other White Fiſh, ſo carried Coaſtwiſe from England to Scotland ſhall be paid in Scotland; but the Chief Officer of the Cuſtoms, or his Deputy, at the Port from which ſuch Fiſh ſhall be exported, ſhall, upon Requeſt of the Perſon exporting, and Oath of the ſhipping, and its not being re-landed, or intended to be re-landed in Great Britain, give a Debenture, without Fee, for Payment of the Bounties, 26 Geo. III. c. 81.

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which Debenture being produced to the Commiſſioners of the Cuſtoms in England, ſhall entitle the Exporter of ſuch Fiſh to the Payment of the Bounties, out of any Money ariſing from His Majeſty's Cuſtoms, Regard being had to the Priority of Dates of the Debentures in the Payment thereof.

25. No Bounty upon ſuch Re-exportation of any Red Herrings, White Herrings, Salmon, Cod, Ling, Tuſk, or other White Fiſh, carried Coaſtwiſe from Scotland to England, ſhall be paid in England; but the Chief Officer of the Cuſtoms, or his Deputy, at the Port from which ſuch Fiſh ſhall be ſo exported, ſhall, upon Requeſt of the Perſon exporting, and Oath of the ſhipping, and that the Fiſh is not re-landed, or intended to be re-landed, give a Debenture as aforeſaid, which ſhall be paid by the Commiſſioners of the Cuſtoms or Exciſe (at the Option of the Importer) in Scotland, out of any Money remaining in their Hands, Regard being had to the Priority of Dates of the Debentures in the Payment thereof. 26 Geo. III. c. 81.

26. The Proprietor of ſuch Red Herrings, White Herrings, Salmon, Cod, Ling, Tuſk, or other White Fiſh, as ſhall be put on board any Ships, in any Port, to be tranſported to any other Port in Great Britain, or his Agent, ſhall, before ſuch Ship departs, make Entry with the Collector, or other principal Officer of the Cuſtoms, of the Fiſh ſhipped, expreſſing the Number of Barrels of wet Fiſh, with the Marks and Numbers, the Number and Weight of each Species of dry Fiſh, and declare, upon Oath, that the ſaid Fiſh were cured in Great Britain, or on the Coaſt thereof; and whether they were cured with

Salt

Salt delivered, Duty free, or with Salt for which the Duty hath been paid, and that the Salt uſed in curing ſuch wet or dry Fiſh, was taken on board from ſome Place in Great Britain, and when and where, and that no Drawback for the ſame hath been had, or is intended to be had; and the Collector is to grant to the Maſter of ſuch Ship, without Fee, a Certificate or Cocquet, that ſuch Entry and Oath have been made; and the Maſter of every Ship, or the Proprietor of ſuch Fiſh, or his Agent ſhall, before landing, deliver the Certificate or Cocquet to the proper Officer of the Cuſtoms, in the Port where the ſame ſhall be imported, or put on board of any other Ship, upon Forfeiture of ſuch Fiſh, and double the Value thereof, with the Caſks in which found, to be recovered of the Importer, or Maſter of the Ship; and all Officers are to ſeize ſuch Red Herrings, &c. } 26 Geo. III. c. 81.

27. The Curers of Fiſh, in any Part of the united Kingdom of Great Britain, may take from any Salt Works, or Salt Pits, in Great Britain, ſuch Quantity of Britiſh Salt, as they think proper, as well for curing Fiſh for Exportation, as the curing of Herrings and other Fiſh taken in the Fiſhery for Home Conſumption, without paying any Duty for the ſame; and may remove Coaſtwiſe the Salt ſo taken to any Part in Great Britain; ſuch Curers of Fiſh, or their Agents, before ſuch Salt be removed, entering at the next Office for the Duty on Salt, the Quantity of Salt intended to be removed, and procuring the ſame to be weighed, in the Preſence of an Officer for the Duties upon Salt, and alſo making Oath, before ſuch Officer, declaring the Quantity, and that the Salt is intended for curing Fiſh for Exportation,

or Herrings, or other Fiſh taken in the Herring Fiſhery for Home Conſumption, and that the ſaid Salt is intended to be carried Coaſtwiſe to ſuch a Port, and ſhall not, by their Conſent, be ſold, or any ways delivered but for the Purpoſes aforeſaid; and alſo making Entry of ſuch Salt, with the proper Officer of the Cuſtoms, and giving Security to the ſaid Officer, by Bond, in double the Amount of the Duties; and the Proprietor of ſuch Salt, or his Agent, ſhall, on the Arrival thereof at the Port for which entered, and before the ſame be re-landed, make Entry with the Collector or other principal Officer of the Cuſtoms, of the Salt ſo brought, expreſſing the Quantity, and alſo making Oath before ſuch Collector, &c. that all the Salt was ſhipped at ſuch a Port or Place, and when, and that all the Salt is intended for curing Fiſh for Exportation, or Herrings, or other Fiſh taken in the Herring Fiſhery for Home Conſumption, and that no Part ſince ſhipped hath been, or ſhall be, by their Conſent, ſold, or any ways delivered, but for the Purpoſe aforeſaid; and that no Drawback for the ſame hath been had, or is intended to be had; after which Oath, the Collector is to grant to the Proprietor, or his Agent, without Fee, a Certificate that ſuch Entry hath been made, upon the Production whereof to the Officer of the Cuſtoms to whom ſuch Bond ſhall have been given, ſuch Bond ſhall be delivered up to be cancelled; and after Entry and Oath, the Proprietor of ſuch Salt, or his Agent, ſhall be at Liberty to re-land, in the Preſence of the proper Officer; and ſuch Salt, being weighed and lodged in a Warehouſe, under the Lock of the ſaid Officer, as well as of the Proprietor, ſhall be ſecured, &c.

26 Geo. III. c. 81.

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in ſuch Manner as by the 5th Geo. I. is directed.

28. Salt carried Coaſtwiſe, contrary to this Act, to be forfeited, with double its Value, beſide the Duties. — 26 Geo. III. c. 81.

29. If any Salt, Foreign or Britiſh, ſhall be delivered from the joint Cuſtody of the Officer and Proprietor into the ſole Cuſtody of the Proprietor or his Agent, for curing Fiſh for Exportation, ſuch Proprietor or his Agent ſhall not be obliged by Virtue of 8th Geo. II. and 25th Geo. III. or any other Act, to give any Security for the Purpoſes therein expreſſed, but his own Bond in double the Amount of the Duties only. — 26 Geo. III. c. 81.

30. Credit for the Quantity of Salt, for which ſuch Bond ſhall be given, which ſhall have been uſed and accounted for, ſhall be given by the proper Officer, on the back of the Bond; and when a proper Account ſhall have been rendered of the Whole or the Duties paid upon the Deficiency, the Bond ſhall be void and delivered up. — 26 Geo. III. c. 81.

31. Bonds for any Thing relating to the Fiſheries exempt from the Stamp Duties. — 26 Geo. III. c. 81.

32. Officers accepting Fees, to forfeit treble the Value thereof, and to be diſcharged. — 26 Geo. III. c. 81.

33. A Bounty of 1*s.* per Barrel ſhall be paid for Herrings caught by the Inhabitants of the Iſle of Man, and landed in the Iſland from any Veſſel, and afterwards properly ſalted, cured, and packed in Manner directed for Britiſh caught Herrings, which Bounty ſhall be excluſive of all Bounties payable on Exportation of Herrings, and ſhall be paid with reſpect to ſuch Herrings as ſhall be landed in the Iſle of Man, out of the Surpluſage of the Annual Cuſtoms of the Iſland, by the Re- — 26 Geo. III. c. 81.

ceiver General of the Cuſtoms, upon the Owner's complying with the like Rules, &c. as are directed with regard to Britiſh caught Herrings landed in Great Britain.

34. Such Herrings as ſhall be caught and cured by the Inhabitants of the Iſle of Man, and exported from thence, or from Great Britain, to be entitled to the ſame Bounties of 2*s.* 8*d.* per Barrel on White Herrings exported, and 1*s.* 9*d.* per Barrel on Red Herrings, as by 5th Geo. I. are granted on the Exportation of White and Red Herrings; which Bounties ſhall, on ſuch White or Red Herrings exported directly from the Iſle of Man, be payable out of the ſame Funds, and in the ſame Manner as in this Act is provided, with reſpect to the Bounty on the landing of Herrings in the Iſle of Man; and ſuch Bounties on White and Red Herrings caught and cured by the Inhabitants of the Iſland, and exported from Great Britain ſhall, on the Owner producing due Certificates, ſigned by the Collector, Comptroller, or other Chief Officer of Revenue of the Iſland, of ſuch Owner having taken the like Oaths, and of their having conformed to the like Proviſions and Regulations, as by this Act are directed, in the Caſe of Herrings cured in Scotland, and exported from England, and of Herrings cured in England and exported from Scotland, be payable from the ſaid Funds, and ſubject to the like Conditions, &c. as by the ſaid, or by this Act are provided, with regard to Herrings cured in, and exported from Great Britain.

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26 Geo. III. c. 81.

35. Duties which are payable on ſuch Herrings as are caught and cured by the Inhabitants of the Iſle of Man, and imported into Great Britain ſhall ceaſe.

26 Geo. III. c. 81.

36. The

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36. The Penalties on Officers taking Fees to extend to the Fiſheries of the Iſle of Man.	26 Geo. III. c. 81.
37. The Oath required to be taken before the Governor, &c. by 12th Geo. III. cap. 58. may be adminiſtered by the Collector, Comptroller, or other Chief Officer of the Revenue, at the Port in the Iſland where ſuch Herrings ſhall be ſhipped, and a Certificate thereof, in Form required, is to be given.	26 Geo. III. c. 81.
38. The Commiſſioners of Cuſtoms may add to the Salaries of Officers in Conſideration of the Abolition of Fees.	26 Geo. III. c. 81.
39. Perſons counterfeiting Certificates, &c. to be puniſhed as Forgers.	26 Geo. III. c. 81.
40. Perſons making falſe Oaths to be deemed guilty of Perjury.	26 Geo. III. c. 81.
41. Penalties and Forfeitures by this Act, ſhall be One Moiety to His Majeſty, and the other to any Perſon who ſhall ſue for the ſame, and ſhall be ſued for by Bill, &c. in any Courts of Record.	26 Geo. III. c. 81.
42. If upon Complaint upon Oath, before any Two Juſtices of the Peace, it ſhall appear that Officers know, or are credibly informed, or have Cauſe to believe, that any Fiſh hath been imported or ſold, in the Port of London, contrary to 1ſt Geo. I. and 9th Geo. II. and this preſent Act, the Juſtices to ſummon the Perſon charged by ſuch Complaint, to appear before them; and in caſe the Party ſummoned ſhall not appear, then, on Proof being made, of the Service of ſuch Summons, to cauſe ſuch Party to be apprehended by Warrant and brought before them, and thereupon, whether ſuch Party ſhall appear or be apprehended, ſuch Juſtices ſhall proceed to hear the Matter, and determine the ſame.	26 Geo. III. c. 81.

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43. Witneſſes refuſing to attend may be apprehended; and giving falſe Evidence, or prevaricating, to be committed for a Year to Goal. — 26 Geo. III. c. 81.

44. Written Evidence to have the Force of *viva voce* Examination, if the Party won't appear. — 26 Geo. III. c. 81.

45. The Penalties, by the 9th Geo. II. ſhall be recovered before any Two Juſtices of the Peace, on due Proof and Conviction of the Offence, by the Oath of any credible Witneſs, or by Confeſſion of the Offender; and the Whole of ſuch Penalty ſhall belong to the Informer, and in caſe of the Non-payment, with the Charges, the ſame ſhall be levied by Diſtreſs, and for want of ſufficient Diſtreſs, the Offender ſhall be ſent to Goal, to remain for One Year, without Bail, unleſs ſuch Bail be ſooner paid. — 26 Geo. III. c. 81.

46. And the Penalty, if not paid upon Conviction, the Parties may be impriſoned Forty-eight Hours, to give Time for levying by Diſtreſs. — 26 Geo. III. c. 81.

47. In caſe of Inſufficiency of Goods the Parties may be committed, without Warrant, and return of *nulla bona*. — 26 Geo. III. c. 81.

48. Security for Payment of the Penalty in Fourteen Days may be accepted, and if not fulfilled, the Parties convicted, and his Sureties may be impriſoned for the ſame Time as if no Security given. — 26 Geo. III. c. 81.

49. Parties convicted, on finding Two Sureties, may appeal to the General or Quarter Seſſions within Three Months, giving Six Days Notice, and if the Conviction be affirmed, to pay double Coſts. — 26 Geo. III. c. 81.

50. But Perſons having paid the Penalty, or being impriſoned, not to find Sureties. — 26 Geo. III. c. 81.

51. No Judgment of the Juſtices to be ſet aſide for want of Form, or removed by Certiorari, if the material Facts on which the Conviction was grounded appear. — 26 Geo. III. c. 81.

52. Actions

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52. Actions for Offences agninſt 1ſt Geo. I. c. 18. and 9th Geo. II. c. 33. may be commenced within Twelve Months. — 26 Geo. III. c. 81.

53. The Powers of former Acts to remain in full Force, except ſuch as are hereby repealed. — 26 Geo. III. c. 81.

54. That Part of the 26th Geo. III. c. 81. which reſtricts the Bounty of 20ſ. per Ton to decked Veſſels, repealed from the paſſing of this Act. — 27 Geo. III. c. 10.

55. The Bounty granted by the ſaid Act to the Owners of Veſſels built after the 1ſt January, 1780, ſhall be extended to the Owners of Veſſels built in Great Britain, and employed in the ſaid Fiſhery, ſubject to the Directions of the ſaid Act, except ſo far as the ſame are hereby altered. — 27 Geo. III. c. 10.

56. From 1ſt June, 1787, the Owner of every decked Veſſel, of not leſs than Fifteen Tons, built in Great Britain, and navigated according to Law, the Crews of which ſhall, between the 1ſt January, in any One Year, and the 31ſt of December in the ſame Year, have taken in the deep Sea Fiſhery, ſuch a Quantity of Herrings, as ſhall amount, when completely cured, either as White Herrings or as Red Herrings, to the Proportion of Six Barrels of Herrings for every Ton of her Burthen, ſhall be entitled, at the End of every Year to a Bounty of 20ſ. per Ton on her Burthen, and alſo to the further Bounty, granted by the ſaid Act, of 1ſ. per Barrel on the Quantity of Fiſh taken and properly cured, either as Red Herrings or White, notwithſtanding ſuch Veſſel may not have been fitted out with the Quantity of Nets, Salt, and Barrels required by the ſaid Act; which Bounties of 20ſ. and 1ſ. ſhall be paid by the ſame Perſon, and in ſuch Man- — 27 Geo. III. c. 10.

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ner as the Bounties of 20*s.* and 1*s.* granted by the ſaid Act are directed to be paid.

57. An Account of the Quantity of Herrings delivered from on board any Veſſel which ſhall have been fitted out on the Fiſhery, without being furniſhed with the Quantity of Nets, Salt, and Barrels required by Law, and on which Bounty ſhall be claimed, ſhall be taken at the Time of Delivery, by the proper Officer of the Port, which Account ſhall be verified by the Oath of the Maſter and Mate of the Veſſel, before the Collector, Comptroller, or other Chief Officer of the Port; and the Maſter and Mate of the Veſſel ſhall alſo ſwear, that all the Herrings, ſo delivered, were caught by the Crew of the ſaid Veſſel only; and for every Laſt of Herrings, ſo delivered, the Owner of the Veſſel, claiming the ſaid Bounty ſhall, within the ſaid Year, or within Fourteen Days after its Expiration, produce to the proper Officer of the Port, Ten Barrels o Herrings, properly cured, either as White Herrings, or as Red, provided that, of the Veſſels fitted out from any One Port, in Great Britain, in any One Year, not more than Fifty ſhall be entitled to the Bounty of 20*s.* per Ton; and if more than Fifty Veſſels of not leſs than the aforeſaid Burthen, and built and navigated as aforeſaid, ſhall have been fitted out from any One Port in Great Britain, in any One Year, without being furniſhed with the Quantity of Nets, Salt, and Barrels required by the aforeſaid Act, and ſhall have taken within the aforeſaid Time, the Quantity of Herrings aforeſaid, the ſaid Bounty ſhall be paid to thoſe Fifty Veſſels, the Crew of which ſhall have taken within the aforeſaid Time the greateſt Quantity of Herrings. 27 Geo. III. c. 10.

58.

58. The Curers of Herrings, reſiding in any Part of Great Britain may, during the Time of every Seaſon of the Britiſh Fiſhery, carry Coaſtwiſe in Bulk, free of Duty, Herrings or Cod, Ling, Hake, and Salmon, actually taken in the Herring Fiſhery, that ſhall have been landed and depoſited in any Warehouſe or Store, under the Care and Inſpection of the Salt Officers, at any Place of Fiſhery upon the Britiſh Coaſts, and there ſprinkled with Salt taken out of any Warehouſe under the Revenue Locks, for the Uſes of the Britiſh Fiſhery, which Salt ſhall have been depoſited during the Time of the Fiſhery, in any Store or Warehouſe for the Purpoſe only of ſprinkling ſuch Herrings or other Fiſh ſo taken, to preſerve them until the ſame ſhall be afterwards carried Coaſtwiſe, to that Part of Great Britain where ſuch Herrings or other Fiſh are to be entirely cured or otherwiſe diſpoſed of: Provided that it ſhall be expreſſed in the Cocquet or other Coaſt Diſpatch, to accompany the ſaid Herrings and other Fiſh, that no Bounty has been paid upon them, at any Time previous to the Shipping of the ſame to be carried Coaſtwiſe, and that the Herrings and other Fiſh ſhall be ſubject to all the Regulations, Penalties, and Forfeitures in force under this or any other Act, for the Security of the Duties on Salt. } 35 Geo. III. c. 56.

59. So much of the Act in Scotland, of the Third Seſſion of Firſt Parliament of Queen Ann, as relates to the ſecuring of Caſks of Herrings, in reſpect to ungutted Herrings found therein, and to any Fine by the Perſon to whom the ſame ſhall belong, in reſpect of any ungutted Herrings being found therein, and to the diſcharging of the Exportation of any Caſks of Herrings, in reſpect of any un- } 35 Geo. III. c. 56.

gutted Herrings being found therein, ſhall be repealed.

60. In all Arreſtments, to be uſed in the Hands of the ſaid Commiſſioners or Receiver General, for the Purpoſe of attaching Bounties due to Owners of any Veſſels fitted out for the Herring Fiſhery, the Schedule and Execution of the Arreſtment ſhall ſpecify the Name of the particular Veſſel, whereof the Perſon, againſt whom the Arreſtment is uſed, may be Owner, and of which his Share of the Bounty is meant to be attached, otherwiſe ſuch Arreſtments ſhall be void. 35 Geo. III. c. 56.

61. If any Perſon, being a Subject or Inhabitant of the United Provinces, who has been employed in carrying on the Herring, Cod, Ling, Haddock, or other White Fiſheries, or the Turbot Fiſhery, or in building Veſſels, or in cutting Whalebone, or in making Nets, or Barrels, or n preparing Salt for the ſaid Fiſheries, ſhall come into this Kingdom with Intent to reſide therein, and ſhall go before ſome Juſtice of the Peace, Sheriff Depute, or Subſtitute, or principal Magiſtrate of ſome City or Town of this Kingdom, or before the principal Officer of the Cuſtoms in ſome Port of this Kingdom, and ſhall take the Oath of Allegiance to his Majeſty, and ſhall obtain a Certificate of his having taken ſuch Oath, for which Oath and Certificate no greater Fee than Two Shillings ſhall be paid, and if ſuch Perſon ſhall produce or tranſmit ſuch Certificate to the Commiſſioners of the Cuſtoms, and ſhall make it appear to their Satisfaction, by Oath or Examination before them, or before Perſons duly authorized by them, that he is a Subject or Inhabitant of the ſaid United Provinces, and had been employed in the Fiſhery, or in building Veſ-

ſels, or in making Nets or Barrels, or in preparing Salt for the ſaid Fiſhery, and that he hath come into this Kingdom with Intent to reſide therein, and to carry on ſome One or other of the ſaid Fiſheries Trades or Employments, it ſhall be lawful for the ſaid Commiſſioners to grant to ſuch Perſon a Certificate thereof, and ſuch Perſon ſhall be forthwith entitled to enter for Importation, Duty free, and afterwards to re-export, any Cargo of Fiſh, or the Produce thereof, caught in the Fiſhery, which he may then have brought into the Ports of this Kingdom, and ſhall from thenceforth be authorized to carry on from the ſaid Ports, the Fiſhery, or to exerciſe in any Place therein, any of the ſaid Trades or Employments, and to import and export ſuch Fiſh or Oil, or other Produce thereof, into, or from any Ports of this Kingdom, in the ſame Manner, and with the ſame Advantages, as any Britiſh Subject, and be entitled to ſuch Bounties as are granted by 26 Geo. III. cap. 81. and 27 Geo. III. cap. 10. ſubject, in the Caſe of claiming ſuch Bounties, to the ſame Regulations, Penalties, and Forfeitures; and ſuch Perſons ſhall thereupon be entitled to become the Maſter or Mariner of any Britiſh Ship employed in carrying on any of the ſaid Fiſhery.

62. If any Perſon qualified, being the Owner, in Whole or in Part, of any Ship, and heretofore employed in the Fiſhery, has brought, or ſhall bring any ſuch Veſſel into any of the Ports of this Kingdom, and ſhall prove in the Manner directed by 26 Geo. III. cap. 60. having taken the Oath hereunto annexed, inſtead of the Oath required by the ſaid Act, that he is the ſole Owner, or that he and ſome other Perſon, being Subjects or Inha-

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bitants of the ſaid United Provinces, who ſhall have come to this Kingdom, and have proved the ſame, in Manner before directed, or ſome Britiſh Subject, are the Owners of ſuch Ship, it ſhall be lawful for His Majeſty, with the Advice of His Privy Council, to order ſuch Ship, ſo owned,, to be regiſtered, and to have a Certificate thereof; and ſuch Ship ſhall, by Virtue thereof, become entitled to the Privileges of a Britiſh-built Ship, under the Regulations hereinafter mentioned. 35 Geo. III. c. 56.

63. During ſuch Time as the Owner of ſuch Ship ſhall continue to be reſident within this Kingdom, ſuch Ship may carry on the Fiſhery, and import and export into and from this Kingdom, and carry to the Port of any Country in Europe, the Fiſh caught in the Fiſhery, and the Oil and other Produce thereof; and ſuch Ship ſhall be entitled to the ſame Advantages as any Britiſh-built Ship or Veſſel, employed in the Fiſhery, and to all Bounties and Emoluments, as are granted by the ſaid Acts, ſubject, in caſe of claiming ſuch Bounties, to the ſame Duties, Regulations, Penalties, and Forfeitures, and every ſuch Ship may import from any ſuch Foreign European Port, in return for ſuch Fiſh, Oil, or Produce, any Articles, which any Britiſh-built Ship may by Law import from thence, ſubject to the ſame Duties, Regulations, Penalties, and Forfeitures as any Britiſh-built Ship employed in the like Trade, provided that every ſuch Ship ſhall be manned with the Number required by Law, either of Britiſh Seamen, or of Subjects or Inhabitants of the ſaid United Provinces, who have come to, and continue to reſide within this Kingdom, and have qualified themſelves in Manner before directed. 35 Geo. III. c. 56.

64. Any

64. Any Perſon, ſo qualified, ſhall be entitled to purchaſe, or take by Deſcent, and hold any Eſtate, in Lands, Tenements, or Hereditaments (not exceeding One Hundred Acres) in the ſame Manner as any natural-born Subject of this Kingdom may now do. — 35 Geo. III. c. 56.

65. Such Perſon, qualified in Manner beforementioned, may import all ſuch Ships, Tackle, and Furniture, and all Nets and other Articles employed in ſuch Fiſheries, and alſo all Houſehold Goods and Wearing Apparel, without Payment of any Duty, provided it ſhall be made to appear, to the Satisfaction of the Commiſſioners of the Cuſtoms, that ſuch Articles are not imported by way of Merchandize. — 35 Geo. III. c. 56.

66. The Oath before directed to be taken ſhall be in the Form following, as far as the ſame is applicable: — 35 Geo. III. c. 56.

I *A. B.* of (Place of Reſidence and Occupation) do make Oath, that the Ship or Veſſel (Name,) of (Port or Place,) whereof (Maſter's Name) is at preſent Maſter, being (Kind of Built, Burthen, *et cetera*, as deſcribed in the Certificate of the Surveying Officer,) was (when and where built, and when and where it came into this Kingdom) and that I the ſaid *A. B.* and (the other Owners Names and Occupations, if any, and where they reſpectively reſide, *videlicet*, Town, Place, or Pariſh, and County, or if Member of, and Reſident in any Factory in Foreign Parts, or in any Foreign Town or City, being an Agent for or Partner in any Houſe, or Copartnerſhip,) am (or are) ſole Owner (or Owners) of the ſaid Veſſel,

and

and that no other Perſon or Perſons whatever hath or have any Right, Title, Intereſt, Share, or Property therein or thereto, and (if a Britiſh Subject,) that I the ſaid *A. B.* (and the ſaid other Owners, if any, am (or are) truly and *bona fide* a Subject (or Subjects) of Great Britain; and that I the ſaid *A. B.* have not (nor have any of the other Owners, to the beſt of my Knowledge and Belief) taken the Oath of Allegiance to any Foreign State whatever (except under the Terms of ſome Capitulation, deſcribing the Particulars thereof,) or that ſince my taking (or his or their taking) the Oath of Allegiance to (naming the Foreign States reſpectively to which he, or any of the ſaid Owners ſhall have taken the ſame;) and prior to the paſſing of an Act of the Twenty ſixth Year of the Reign of King George the Third, entitled, "An Act for the further Increaſe and Encouragement of Shipping and Navigation," I have, (or he or they hath or have) become a Subject (or Subjects) of Great Britain, either by His Majeſty's Letters Patent, as a Denizen (or Denizens) or naturalized by Act of Parliament, as the Caſe may be, naming the Dates of the Letters of Denization, or the Act or Acts of Parliament for Naturalization reſpectively, or (as the Caſe may be) I have (or he or they hath or have) become a Denizen (or Denizens) or naturalized Subject (or Subjects, as the Caſe may be) of Great Britain, by His Majeſty's Letters Patent, or by an Act of Parliament paſſed ſince the Firſt Day of January,

35 Geo. III. c. 56.

One

One thouſand ſeven hundred and eighty-ſix, (naming the Times when ſuch Letters of Denization have been granted reſpectively, or the Year or Years in which ſuch Act or Acts of Naturalization have paſſed reſpectively,) or (if not a Britiſh Subject) that I *A. B.* and the other Owners, if any, being a Subject or Subjects, Inhabitant or Inhabitants of the United Provinces, or having been an Inhabitant or Inhabitants thereof, and now reſident in this Kingdom (deſcribing the Particulars thereof, as to Place and Date,) have (or he or they hath or have) taken the Oath of Fidelity and Allegiance to His Majeſty the King of Great Britain, (deſcribing the Times when, the Place where, and before whom taken); and that no Foreigner, not having complied with the Conditions abovementioned, directly or indirectly, hath any Share, or Part, or Intereſt in the ſaid Ship or Veſſel.

NEWFOUNDLAND FISHERY.

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1. FROM January 1, 1787, there ſhall be allowed annually for Veſſels employed in the Fiſhery, on the Banks of Newfoundland, which ſhall appear by their reſpective Regiſters, to be Britiſh-built, and wholly owned by His Majeſty's Subjects, &c. navigated with a Maſter and Three-fourths of the Crew Britiſh, and which ſhall be qualified in other Reſpects agreeable to 10 and 11 Will. III. c. 25. and which ſhall be fitted and cleared from ſome Port in Great Britain, or Guernſey, Jerſey, or Alderney, after the 1ſt January, and after that Day in each ſucceding Year, and ſhall proceed to Newfoundland, and having caught not leſs than 10,000 Fiſh, by tale, ſhall land the ſame at any of the Ports on the North, the Eaſt, or South Side of the Iſland, between Cape St. John and Cape Raye, on or before the 15th July, in each Year, and ſhall make One more Trip at leaſt to the ſaid Banks, and return with another Cargo of Fiſh, catched there, to the ſame Port, the following Bounties, viz. to the 100 Veſſels which ſhall firſt arrive, and return as aforeſaid, if navigated with not leſs than Twelve Men each, 40*l.* each, but if navigated with leſs than Twelve Men, and not leſs than Seven 25*l.* each: Provided any of the Veſſels be wholly navigated by Men going out upon Shares, not leſs than Twelve Men in each Veſſel 50*l.* each; and ſo navigated with leſs than Seven Men each 35*l.* To the 100 which ſhall next

arrive

arrive and return as aforeſaid, if navigated with not leſs than Twelve each, 25*l.* each, but if navigated with leſs than Twelve, and not leſs than Seven Men eace, 18*l.* each: Provided any of the Veſſels be navigated wholly by Men going out upon Shares, not leſs than Twelve Men in each Veſſel, 35*l.* and ſo navigated with a leſs Number than Twelve, and not leſs than Seven Men each, 21*l.* each; the Maſter or Owner to produce to the Collector, or other principal Officer of the Cuſtoms in ſome Port in Great Britain, a Certificate under the Hand and Seal of the Governor of Newfoundland, that the Maſter had produced to him a Certificate under the Hands of the Collector and Comptroller of the Cuſtoms, at the Port from whence the Veſſel was cleared out, or if cleared out from Guernſey, Jerſey, or Alderney, under the Hands of the Governor or Deputy Governor and principal Officer of the Cuſtoms there, teſtifying that ſuch Veſſel was duly qualified to proceed on the Fiſhery, and that it has been made to appear to his Satisfaction, by a Certificate under the Hand and Seal of the Naval Officer of the Diſtrict in Newfoundland where ſuch Fiſh was landed, or, where there is no Naval Officer, under the Hand and Seal of the Commander of any of His Majeſty's Ships ſtationed there, or of ſuch Officer as the Governor ſhall approve, ſpecifying the Time of ſuch Ship's Arrival, in Manner before directed, that ſuch Veſſel was entitled, by the Priority and Time of her Arrival, to One or other of the Bounties, and that the Maſter and Mate of the Veſſel had made Oath before ſuch Naval or other Officer, that the Number of Fiſh taken on the firſt Trip amounted to 10,000 at leaſt, by Tale, that he had made Two Trips

26 Geo. III. c, 26.

at

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at leaſt, and that all the Fiſh at both Trips were caught upon the Banks of Newfoundland, by the Crew of ſuch Veſſels only, (the Certificate and Oath required, to be granted and adminiſtered without Fee) and upon the Certificate being delivered to the Collector the Bounties ſhall be paid.

2. In every Certificate of a Ship being qualified, the real Number of Mariners then belonging to her, and intended to be employed in the Fiſhery, ſhall be inſerted, diſtinguiſhing the Green Men, and whether hired on Shares, or to receive Wages; which Facts are to be verified on Oath of the Maſter of the Veſſel, before the Perſon who ſhall grant the Certificate; if Veſſels clear from Guernſey, Jerſey, or Alderney, then Oath to be made before a Magiſtrate of the Royal Court, in Preſence of the principal Officers of the Cuſtoms, who ſhall grant ſuch Certificate, the Whole to be atteſted by the Governor of the Iſlands reſpectively; on Failure, the Veſſels ſhall be excluded the Benefit of this Act, and not have any Bounty. — 26 Geo. III. c. 26.

3. Certificate and Affidavit, taken in Newfoundland, ſhall, within the Diſtrict of St. John's be tranſmitted to the Governor of St. John's, before the 15th of September, and within any other Diſtrict before the 30th September in each Year, in order that the different Bounties may be adjuſted. — 26 Geo. III. c. 26.

4. Before the Bounty ſhall be paid, the Maſter of every Veſſel ſhall make Oath, to be adminiſtered by the Collector and Comptroller, or other Chief Officer, at the Port of Great Britain to which the Veſſel returns, that all the Men belonging to his Ship, who ſailed out wirh him, or a Number of Men equal thereto, are returned to Great Britain, unleſs any died at — 26 Geo. III. c. 26.

Newfoundland

Newfoundland, or in the Paſſage out or Home, or deſerted without his Knowledge or Conſent, or ſhipt on board Britiſh Veſſels bound for Foreign Markets, which Facts are alſo to be verified on Oath by ſuch Maſter, before the ſaid Officers of the Cuſtoms.

5. Seamen are not to have above Half their Wages advanced, but the Employer of any Green Man may advance a Sum, not exceeding 5*l.* 10*s.* although the ſame amounts to more than Half the Wages due to him, provided a Sum equal to the then current Price of a Man's Paſſage Home not exceeding 40*s.* each Man, be reſerved to bear the Charges of his Return Home, as directed by 15 Geo. III. — 26 Geo. III. c. 26.

6. Any Seaman wilfully abſenting himſelf from Duty, without Leave of his Employer, or wilfully neglecting to work for the Space of One Day, ſhall for every Day forfeit any Number of Days Pay, not exceeding Five, as the Governor of Newfoundland, or his Surrogate, may think juſt; Forfeiture to be paid to the Employer, in Recompence for the Damage ſuſtained by ſuch Abſence, Neglect, &c. — 26 Geo. III. c. 26.

7. Before any Oil or Blubber ſhall be admitted Duty free, the Maſter, or other Perſon taking Charge of the Veſſel importing the ſame, ſhall make Oath (before the Collector or other Chief Officers, at the Port where ſuch Oil or Blubber is imported) that the ſame, and every Part thereof, is really made, and *bona fide* the Oil or Blubber of Fiſh or Creatures living in the Sea, actually caught on the Banks and Shores of Newfoundland and Parts adjacent, wholly by His Majeſty's Subjects, carrying on the ſame Fiſhery from, and uſually in His Majeſty's European Dominions. — 26 Geo. III. c. 26.

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8. Before any Seal Skins ſhall be admitted to Entry, Duty free, Oath ſhall be made, as in the preceding Section. — 26 Geo. III. c. 26.

9. In caſe any Oil, Blubber, or Seal Skins ſhall be purchaſed in Newfoundland or the Parts adjacent, and imported into Great Britain from thence, the ſame may be admitted to Entry, free, provided the Maſter or other Perſon taking Charge of the Veſſel importing the ſame, ſhall make Oath of all the Particulars reſpecting the Purchaſe thereof (to be adminiſtered by the Collector or other Chief Officer of the Cuſtoms, at the Port, &c.) where ſuch Oil &c. is imported, and ſhall produce to ſuch Collector, or other Chief Officer, a Certificate, under the Hand and Seal of the Naval Officer of the Diſtrict in Newfoundland, where ſuch Oil, &c. were purchaſed, or not being any ſuch Naval Officer there, then under the Hand and Seal of the Commander of any of His Majeſty's Ships ſtationed there, teſtifying that Oath hath been made before him (which he is authorized to adminiſter) by the Perſon who actually caught the Fiſh from which the Oil, &c. or the Seals from which the Skins mentioned in ſuch Certificate was produced, that ſuch Oil, &c. was really and *bona fide* the Oil, &c. of Fiſh or Creatures living in the Sea, or that ſuch Skins were really and *bona fide* the Skins of Seals actually caught and taken on the Banks and Shores of the Iſland of Newfoundland and Parts adjacent, wholly by His Majeſty's Subjects carrying on the ſaid Fiſhery from and reſiding in His Majeſty's European Dominions: And provided ſuch Maſter or other Perſon ſhall alſo make Oath (to be adminiſtered by ſuch Collector or other Chief Officer) that the Oil, — 26 Geo. III. c. 26.

&c.

&c. ſo imported, are the ſame Oil, &c. mentioned in the ſaid Certificate.

10. Bond may be given to his Majeſty, for Payment of the Duties of Cuſtoms on the Importation of Salt within Twelve Months, ſuch Bond to be taken by the Collector and Comptroller, and to be cancelled on Exportation thereof within Twelve Months; and in caſe the Duties ſhall have been paid, at or before the Expiration of Twelve Months, and ſuch Salt be exported within the Time allowed by Law, a Drawback of the Duties which were paid, ſhall be allowed in the ſame Manner as the former Drawback, and ſubject to the ſame Rules, (except where any Alteration is made by this Act) as ſuch Salt was ſubject to by any Act in Force before the making of this Act. 26 Geo. III. c. 26.

11. No Sean or Net, the Scale or Meſh of which ſhall be leſs in Dimenſion than Four Inches, ſhall be uſed for the Purpoſe of catching Cod; Penalty 100*l.* and may be recovered in the Court of Seſſions in Newfoundland, provided the Offence be complained of within Three Callendar Months after committed. 26 Geo. III. c. 26.

12. If any Seaman ſhall deſert from Newfoundland, or from the Fiſhery, with Intent to enter into the Service of any Foreign State, or of the Subjects belonging to any Foreign State, or ſhall have agreed to abſent himſelf, or deſert with ſuch Intent, or ſhall have actually entered into ſuch Service, the Governor of Newfoundland, or his Surrogates, or the Judge of the Vice-Admiralty Court, or any Juſtice of the Peace in Newfoundland, may iſſue a Warrant to apprehend ſuch Perſon, and on the Oath of One Witneſs or more, to commit him to Priſon, there to remain till the next Court of Seſſion, to be holden 26 Geo. III. c. 26.

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purſuant to the Governor's Commiſſion, and, if found guilty, ſuch Court may order ſuch Deſerter to be detained in Priſon, without Bail, for any Time not exceeding Three Months, in caſe he came from His Majeſty's European Dominions for the Purpoſe of carrying on the Fiſhery.

13. The Governor may, within the Space of Three Months, or as ſoon after as convenient, cauſe every Deſerter, &c. to be put on board a Paſſage Ship, in order to be conveyed back to the Country to which he belonged; and every Maſter, &c. of ſuch Ship, &c. ſhall take on board ſo many of ſuch Perſons as the ſaid Governor ſhall direct, not exceeding Four for each 100 Tons of the Ship, and ſo in Proportion for ſuch Ship under 100 Tons; but no Perſon ſhall be put on board any Soip which ſhall not be 40 Tons Burthen; but if any Perſon convicted of deſerting, &c. ſhall not have come from His Majeſty's European Dominions, for the Purpoſe of carrying on the Fiſhery, then the Court of Seſſion may commit ſuch Perſon to Priſon, without Bail, for any Time not exceeding Twelve Calendar Months. } 26 Geo. III. c. 26.

14. No Perſon reſiding or carrying on the Fiſhery in Newfoundland, ſhall ſell, barter, or exchange any Ship, or any Seans, &c. uſed, or which may be uſed in catching or curing Fiſh, or any Kind of Bait, or any Kind of Fiſh, Oil, &c. to or with any Perſons other than His Majeſty's Subjects. } 26 Geo. III. c. 26.

15. If any Perſon reſiding or carrying on the Fiſhery in Newfoundland ſhall be guilty of the Offences aforeſaid, Sec. 14. or conniving at, or concerned, or aſſiſting therein, the Governor of Newfoundland, or his Surrogate, or any Juſtice of the

Peace,

Peace, in Newfoundland, may, by Warrant, apprehend ſuch Offender, and, on the Oaths of One Witneſs or more, commit him to Priſon, there to remain till the next Court of Seſſions, to be holden in Purſuance of the Governor's Commiſſion; and ſuch Perſon, if found guilty, ſhall forfeit Treble the Value of the Articles ſold, &c. and the Penalties ſhall be levied on the Offender's Goods and Chattels, by Warrant from the Court of Seſſion, and in caſe there ſhall be no Goods, the ſaid Court may order ſuch Perſon to be dealt with as in caſe of Deſerters, &c. before mentioned. 26 Geo. III. c. 26.

16. If any Perſon reſiding or carrying on the Fiſhery in Newfoundland, &c. ſhall there purchaſe or take in exchange, &c. any Goods from any Perſon, being the Subject of any Foreign State, he ſhall be apprehended and carried to Priſon, and on Conviction before the Court of Seſſions, ſhall forfeit Treble the Value of the Goods purchaſed, &c. to be levied on the Offender's Goods as aforeſaid, and in caſe no Goods, ſuch Perſon to be dealt with as in Caſe of Deſerters before mentioned. 26 Geo. III. c. 26.

17. The Sum for which the Governor ſhall agree with the Maſter, &c. for the Paſſage of any Perſon from the Iſland to the Place where he belongs, ſhall in no Caſe exceed 40*s.* for each Perſon, and ſhall be paid out of the Forfeitures recovered for Offences againſt this Act, or the 15 Geo. III. c. 31. upon ſuch Maſter producing to the Court of Seſſion, a Certificate, under the Hand and Seal of ſuch Juſtice, of the Number and Names of the Perſons taken on board by his Directions, and the Times when, and the ſeveral Sums agreed to be paid, provided ſuffi- 26 Geo. III. c. 26.

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cient Funds remain for that Purpoſe, in the Hands of the ſaid Court.

18. If no ſufficient Fund ſhall remain for the Payment of any Sum, agreed upon as aforeſaid, ſuch Maſter, &c. who ſhall have taken on board any Number of Perſons, upon producing a Certificate under the Hand and Seal of the Governor, and making Affidavit at his Return, ſetting forth the Time he ſubſiſted ſuch Perſons, and that he did not, during that Time, want any of his own Complement of Men, or how many he did want, and for what Time, ſhall receive from the Commiſſioners of the Navy, Six-pence per Day for the Paſſage and Proviſion of ſuch Perſon, from the Day of Embarkation homewards to the Day of their Arrival in Great Britain, the ſaid Sum of Six-pence per Day only deducted for ſuch and ſo many Perſons as were wanted of the Complement during the Voyage. 26 Geo. III. c. 26.

19. Officers having the Command of any of His Majeſty's Ships at Newfoundland, may, at any Place, within the Limits of their Station, ſtop all Veſſels coming to or going from the Iſland, belonging to any of His Majeſty's Subjects, reſiding, trafficking, or carrying on the Fiſhery in the Iſland, which ſhall be ſuſpected of going to or coming from the Iſland of St. Pierre or Miquelon, for the Purpoſe of taking any Goods on board, or which ſhall be ſuſpected of having any Goods on board, and if upon examining them it ſhall appear that there is reaſonable Ground to believe ſuch Ship, &c. or any Tackle, &c. uſed, or which may be uſed by any Ship, &c. or any Implements uſed, or which may be uſed in the catching or curing of Fiſh, or any Fiſh, Oil, &c. then on board ſuch Ship, were intended to be ſold, bar- 26 Geo. III. c. 26.

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tered, or exchanged to the Subjects of any Foreign State, or had been ſo ſold, &c. or if any Goods ſhall be found on board ſuch Ship, &c. having been purchaſed, &c. from the Subjects of any Foreign State, ſuch Ships, &c. and ſuch Goods, &c. ſhall, on Condemnation, be forfeited, and may be proſecuted for that Purpoſe by the Officers ſeizing the ſame, in the Court of Vice-Admiralty of the ſaid Iſland, One Moiety to the Officer, and the other to the Governor of Newfoundland, to defray the Paſſages of ſuch Perſons Home, as are directed by this or any former Act to be ſent back to the Country to which they belong.

20. In Caſe any Libel, Information, &c. ſhall be commenced in Newfoundland on Account of the Seizure of any Ship or Goods, wherein a Decree ſhall be pronounced in Favour of the Defendant, and it appears to the Judge that there was a probable Cauſe of Seizure, ſuch Judge ſhall certify the ſame on Record, a Copy of which ſhall be delivered the Proſecutor under ſuch Judge's Hand and Seal; and in that Caſe the Defendant ſhall not be entitled to any Coſts of Suit, nor the Perſon who made the Seizure liable to any Action, &c. and if any Action, &c. ſhall be brought, &c. in Great Britain, ſuch Copy ſhall be Evidence, and have the like Force as the Certificate on Record would have on any Action brought in Newfoundland. 26 Geo. III. c. 26.

21. In Caſe the Plaintiff gains a Verdict, or any Action, on Account of a Seizure, he ſhall not be entitled to Coſts, if the Judge certifies there was a probable Cauſe of Seizure; and the Plaintiff, beſides his Ship and Goods or the Veſſel, ſhall not have above 2*d.* Damages, nor ſhall Defendant be fined above One Shilling. 26 Geo. III. c. 26.

22. If

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22. If any Perſon ſhall be ſued under this Act, the Proſecution to be within Three Months after the Offence; and in Caſe any Perſons, making Seizures, ſhall have quitted the Iſland before the Expiration of Three Months, from the Offence, to be in Three Months after his Return; the General Iſſue may be pleaded by Perſons ſued for any thing in Purſuance of this Act; and in Caſe Plaintiffs nonſuited, or diſcontinuing their Action after Defendants appeared, or Judgment given againſt the Plaintiff on any Verdict or Demurrer, Defendants to have Treble Coſts. — 26 Geo. III. c. 26.

23. Penalties by this, or the before mentioned Act, to be levied upon the Seaman or Fiſherman, except thoſe for Neglect of Duty, and Ships or Goods condemned, ezcept ſuch, the Diſtribution whereof is otherwiſe directed, ſhall be given, One Moiety to the Informer, and the other Moiety to the Governor of Newfoundland, to be applied, under the Direction of ſuch Governor, in defraying the Paſſages of ſuch Perſons as are to be ſent back to the Country to which they belong. — 26 Geo. III. c. 26.

24. So much of the 15 Geo. III. as gives Juriſdiction to the Court of Vice-Admiralty for the ſaid Iſland of Newfoundland, with reſpect to enquiring into Diſputes concerning the Wages of Seamen or Fiſhermen, or any Offence committed by any Hirer or Employer of ſuch Seamen or Fiſhermen, or any Controverſies ariſing from their Contracts or Agreements, ſhall be repealed. — 26 Geo. III. c. 26.

25. Regulations as to the Regiſtry of Ships employed in the Fiſhery on the Banks of Newfoundland and Parts adjacent. See Ships. — 27 Geo. III. c. 19.

26. His

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26. His Majeſty impowered to give ſuch Orders in Council as ſhall be neceſſary to fulfil the Purpoſe of the Treaty, with Regard to the Fiſhery between Cape St. John, paſſing North, and deſcending by the Weſtern Coaſt to Cape Rage. — 28 Geo. III. c. 35.

27. Perſons not conforming to the Directions of the Governor, &c. purſuant to the Orders in Council, to forfeit 200*l.* One Moiety to His Majeſty, and the other to the Proſecutor; Proſecutions to be in Three Months, if commenced in Newfoundland, and Twelve Months if in England. — 28 Geo. III. c. 35.

28. No Fiſh taken or caught by any of His Majeſty's Subjects, or other Perſons arriving at Newfoundland, or its Dependencies, or on the Banks of the ſaid Iſland, except from Great Britain, or One of the Britiſh Dominions in Europe, ſhall be permitted to be landed, or dried on the ſaid Iſland of Newfoundland, always excepting the Rights, granted by Treaty to the Subjects of His Moſt Chriſtian Majeſty, on that Part of the Iſland of Newfoundland beginning at Cape St. John, paſſing to the North, and deſcending by the Weſtern Coaſt of the ſaid Iſland to the Place called Cape Raye. — 29 Geo. III. c. 53.

29. Corn may be exported from Guernſey, Jerſey, or Alderney, to Newfoundland or the Britiſh Plantations, for the Uſe of the Fiſhery. See Corn. — 31 Geo. III. c. 30.

30. As to proceeding in Caſe of Diſpute, reſpecting the Fiſhery about Seaman's Wages, &c. in the Courts of Civil Juriſdiction, or before Juſtices of the Peace in Newfoundland, ſee Plantations. — 31 Geo. III c. 29. 32 Geo. III. c. 46.

GREENLAND WHALE FISHERY.

1. UNTIL the 25th December, 1798, the Bounties hereinafter mentioned ſhall be allowed, viz. every Britiſh-built Ship, owned by a Britiſh Subject, uſually reſiding in Great Britain, or in the Iſlands of Guernſey, Jerſey, or Man, which ſhall proceed from any Part of Great Britain, or the Iſlands aforeſaid, on the Whale Fiſhery, to the Greenland Seas, or Davis's Streights, or to the Seas adjacent, and which ſhall be manned with a Maſter and Three-fourths of the Mariners at leaſt, Britiſh Subjects, uſually reſiding in Great Britain, Ireland, or the Iſlands aforeſaid, ſhall, before ſhe proceeds on ſuch Voyage, be viſited by the proper Officer of the Cuſtoms, who ſhall examine into ſuch Ship, and take an Account of the Tonnage thereof, by Admeaſurement, and certify his Viſitation to the Commiſſioners of the Cuſtoms; and if it appears, by the Certificate of ſuch Officer, that ſhe hath on board ſuch a Number of Men, Proviſions, Boats, Fiſhing Lines, and Inſtruments, as hereinafter mentioned, that ſhe is ſtrongly built, and otherwiſe a proper Ship for ſuch Fiſhery, and hath on board, among her Crew, a ſufficient Number of Harpooners, Steerſmen, and Line Managers, who have before been employed in ſuch Voyages, the Names of ſuch Perſons to be contained in ſuch Certificates, and if it appears by the Oath of One or more Owners, and of the Maſter, written at the Foot of ſuch Certificate, and made before the principal Officers of the

26 Geo. III. c. 41.
32 Geo. III. c. 22.

the Cuſtoms, whereof the Collector is to be One, that it is really and truly their firm Purpoſe, and determined Reſolution, that ſuch Ship ſhall, as ſoon as Licence ſhall be granted, forthwith proceed, ſo manned, furniſhed and accoutered, on a Voyage for the Greenland Seas, or Davis's Streights, or the Seas adjacent, and there, in the approaching Seaſon, to uſe the utmoſt Endeavours to take Whales, or Creatures living in the Sea, and no other Deſign or View of Profit in ſuch Voyage, and to import the Whale-Fins, Oil, and Blubber thereof into the Kingdom of Great Britain, (naming the Port to which it is their Intention to return); and if the Maſter, after ſuch Certificate and Oath, do become bound with Two ſufficient Securities, in the Penalty of ſuch Sum as ſhall be equal to Treble the Bounty, which Bond is to be in Force Three Years againſt the Maſter and Sureties, for the faithful Dealings of the Maſter and Ship's Company, then any Three of the Commiſſioners of Cuſtoms in England and Scotland, on receiving ſuch Certificate and Oaths, and it being certified to them by the Collector and Comptroller of ſuch Port, that ſufficient Security hath been given, are to grant the Maſter and Owners Licence to proceed on the Voyage.

2. Every Ship, of the Burthen of 200 Tons, ſhall have on board 40 Fiſhing Lines of 120 Fathoms each, 40 Harpoon Irons, 4 Boats, with 7 Men at leaſt (including One Harpooner, a Steerſman, and a Line Manager) to each Boat, making in the Whole 28 Men, beſides the Maſter and Surgeon, with Six Months Proviſion; and every Ship of larger Burthen, an Increaſe of 6 Men, 1 Boat, 10 ſuch Lines, and 10 Harpoon Irons more for every 50

Tons

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Tons above 200 Tons, with Proviſion in Proportion; and every Ship ſhall have on board Apprentices, indentured for Three Years, who ſhall not exceed 20 Years, nor be under 12 Years of Age, at the Time they ſhall be ſo indentured, in the Proportion of One Apprentice at leaſt to every 50 Tons, and One Freſh or Green Man for every 50 Tons, which Apprentices and Freſh or Green Men ſhall be accounted in the Number of Men required to be on board ſuch Ship. — 26 Geo. III. c. 41. 32 Geo. III. c. 22.

3. On the Return of the Ship to Great Britain, proper Officers of the Cuſtoms ſhall view the Condition of ſuch Ship and her Lading, and certify the ſame, with their Obſervations thereon, as alſo the real Tonnage of the Ship; and the Officers are alſo to take an Account of the Names of the Maſter, Mate, and other Perſons on board, diſtinguiſhing the Harpooners and Perſons more immediately employed in the ſame Fiſhery, and to certify the ſame; and the Maſter and Mate ſhall make Oath before Two principal Officers of the Cuſtoms, whereof the Collector ſhall be One, that they did, in Purſuance of the Licence granted, mentioning the Day of their Departure, proceed in a Voyage directly to the Places aforeſaid, and have not ſince been on any other Voyage, or purſued any other Deſign or View of Profit; and that they did there, mentioning the Time of their Stay, uſe their utmoſt Endeavours to take Whales and other Creatures living in thoſe Seas, and that all the Whale-Fins, Oil, and Blubber imported, were really caught in the ſame Seas, by the Crew of ſuch Ships only, or with the Aſſiſtance of ſome other Britiſh-built Ship, licenſed for that Voyage, which Oath ſhall be endorſed on, or — 26 Geo. III. c. 41. 32 Geo. III. c. 22.

annexed

annexed to the Licence; and the ſaid Schedule, Certificate, Licence, and Oath ſhall be tranſmitted to the Commiſſioners, who being fully ſatisfied of the faithful Dealings of the Perſons and Maſter employed in ſuch Ships, with Reſpect to ſuch Voyage, ſhall cauſe Payment to be made by the Receiver General of the Cuſtoms, of 25*s.* per Ton for every Ship till 25th December, 1795, and 20*s.* per Ton from that Time till 25th December, 1798.

4. Bounty not to be allowed for any Ship, unleſs ſhe ſhall ſail from the Port where ſurveyed, and cleared directly on the Fiſhery, on or before the 10th April in each Year, and ſhall continue with her Crew in the Greenland Seas, or Davis's Streights, or the adjacent Seas, diligently endeavouring to catch Whales or other Creatures living in the Seas, and ſhall not depart from thence before the 10th Day of Auguſt following, unleſs ſuch Ship, if of the Burthen of 300 Tons, ſhall be laden with 30 Tons of Oil or Blubber, to be rated, with Reſpect to the Oil, as Three to Two, and One Ton and a Half of Whale Fins, or if a greater or leſs Burthen, with a Quantity of Oil or Blubber, or Whale Fins, in like Proportion to the Tonnage, being the Produce of Whales caught by the Crew thereof, or with the Crew of ſome other licenced Ship, or ſhall be forced by unavoidable Accident to depart ſooner, which Accident ſhall be be verified upon the Oaths of the Maſter and Mate, before Two of the principal Officers of the Cuſtoms, whereof the Collector ſhall be One, at the Port where ſhe ſhall arrive, who ſhall tranſmit the ſame, with the Schedule, Licence, and other Documents, to the Commiſſioners of

26 Geo. III. c. 41.
29 Geo. III. c. 53.

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the Cuſtoms, or unleſs it appears by the Log Book, that the Ship did not depart from the Fiſhery till the Expiration of 16 Weeks from the Time of ſailing from the Port of Clearing, and did not touch at any other Port during the Voyage.

5. If any Ship ſhall not ſail from the Port, where cleared, directly on the Fiſhery, on 10th Day of April, provided it ſhall appear to the Satisfaction of the Commiſſioners of the Cuſtoms, that ſuch Ship was properly qualified and duly fitted out, and ſurveyed, cleared, and ready for ſailing before the 10th Day of April, but was prevented from ſailing from Neceſſity, but ſhall have ſailed before 25th April, Commiſſioners may pay Bounty — 26 Geo. III. c. 41.

6. The Bounties to be paid by the Receiver General. — 26 Geo. III. c. 41.

7. The Owners of Ships of 150 Tons Burthen, which ſhall be employed in the Fiſhery, ſhall be entitled to the Bounty. — 26 Geo. III. c. 41.

8. No Ship, although above 400 Tons, ſhall be entitled to a larger Bounty than a Ship of 400 Tons; and no Ship which ſhall not before 25th December, 1786, have been employed in the Fiſhery, although above 300 Tons, ſhall be entitled to a larger Bounty than a Ship of 300 Tons. — 26 Geo. III. c. 41.

9. Nothing in this Act ſhall extend to oblige the Owner of any Ship, above 400 Tons Burthen, or 300 Tons, to fit out ſuch Ship otherwiſe than as a Ship of 300 or 400 Tons Burthen. — 26 Geo. III. c. 41.

10. No Bounty ſhall be paid, unleſs a Log Book ſhall have been kept on board, in which the various Situations and Occurrences, reſpecting ſuch Ship, during the Voyage, ſhall be inſerted every Day, and particularly the Times when ſuch Ship ſhall have been in Sight of Land, diſtinguiſhing

guiſhing what Land, and the Bearings and ſuppoſed Diſtances, the Soundings, and Time when, and Latitude in which any Whale, &c. ſhall have been killed or taken by the Crew of ſuch Ship, which Log Book ſhall be delivered by the Maſter at the Time of his making the Report to the Collector of Cuſtoms, at the Port of Arrival, for his Inſpection, and the Maſter, together with the Mate, ſhall verify on Oath the Contents of the Log Book before the Collector. — 26 Geo. III. c. 41.

11. In Caſe any Ship ſhall, in the Courſe of her Voyage, fall in with any of His Majeſty's Ships of War, the Maſter is to produce to the Captain, or other Officers commanding ſuch Ship of War, the Log Book; and the Captain or Commanding Officer is to make a Memorandum therein, of the Day on which it was produced, and ſhall ſubſcribe his Name, and ſhall make Entry in the Log Book of the Ship of War, of the Name and Deſcription of the Ship on board of which the Log Book, ſo produced, was kept; and in Caſe ſuch Ship, on board of which a Log Book is to be kept, ſhall put into any Foreign Port, where there is a Britiſh Conſul, or other Chief Britiſh Officer, the Maſter is to produce the Log Book to ſuch Conſul or Officer, who ſhall make a Memorandum therein, of the Day in which it was produced, and ſubſcribe the ſame. — 26 Geo. III. c. 41.

12. Ships fitted out from Ireland, agreeable to the Regulations of this Act, ſhall be entitled to the Bounty. — 26 Geo. III. c. 41.

13. The Owner of any Ship may inſure the Bounty which he would be entitled to upon the Return of the Ship. — 26 Geo. III. c. 41.

14. Whale Fns, Oil, or Blubber of Whales, Seal Oil, or Seal Skins, or any

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other produce of Seals, or other Fiſh, or Creatures taken or caught in the Greenland Seas, or Davis's Streights, or the Seas adjacent, by Britiſh Subjects, uſually reſiding in Great Britain, or Ireland, or the Iſlands aforeſaid, in Britiſh-built Ships, owned and navigated as required, in regard to the Bounties, may be imported without paying any Duty. — 26 Geo. III. c. 41.

15. But the Maſter and Mate of the Ship ſhall firſt make Oath before the principal Officers of the Cuſtoms, or any Two of them, of which the Collector ſhall be One, in the Port of Importation, that all the Oil, &c. is Oil taken in the Greenland Seas, or Davis's Streights, or Parts adjacent, by the Crews of ſuch Ships only, owned, fitted out, and navigated as aforeſaid. — 26 Geo. III. c. 41.

16. Perſons granting falſe Certificates for any of the Purpoſes required, to forfeit 500*l.* and Perſons counterfeiting or altering any Certificate, or knowingly making Uſe of ſuch falſe or counterfeited Certificate, to forfeit 500*l.* and the Certificate ſhall be of no Effect. — 26 Geo. III. c. 41.

17. No Harpooner, Line Manager, or Boat-Steerer, belonging to any Ships in the Fiſhery, and whoſe Name (diſtinguiſhing the Capacity in which he is to act) ſhall be inſerted in a Liſt to be delivered on Oath, by the Owner of ſuch Ship, to the Collector of the Cuſtoms, at the Port of clearing upon the ſaid Fiſhery, ſhall be impreſſed; and ſuch Harpooner, &c. may, during the Time of the Year that he is not employed on the Fiſhery, ſail in the Colliery, or Coaſting Trade, upon giving Security, to the Satisfaction of the Commiſſioners of the Cuſtoms, that he will proceed in the Ship to the Greenland Seas, or Davis's Streights on the Fiſhery — 26 Geo. III. c. 41. 31 Geo. III. c. 43.

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the next Seaſon; and every Seaman, or common Mariner, who, after the 1ſt of February in any Year, during the Continuance of this Act, ſhall be entered to ſerve on board any Ship which ſhall be intended to proceed to the Fiſhery in the following Seaſon, whoſe Name ſhall be inſerted in a Liſt to be delivered as aforeſaid, and who ſhall have given ſuch Security to proceed, and ſhall proceed accordingly, ſhall be privileged from being impreſſed till after the Expiration of the then next Seaſon for the Fiſhery, and until the Voyage Home be fully complete, and no longer.

18. The Greenland Seas, and Davis's Streights, and Seas adjacent, within the Meaning of this Act, ſhall be taken to extend to the Latitude of 59 Degrees 30 Minutes North. — 26 Geo. III. c. 41.

19. The Commiſſioners of the Cuſtoms to lay before Parliament annually, an Account of the Number of Ships employed in the Fiſhery, and the Oil, &c. imported. — 26 Geo. III. c. 41.

20. One Moiety of the Penalties and Forfeitures ſhall be to His Majeſty, and the other to ſuch Officer of the Cuſtoms as ſhall ſue for the ſame in any Courts of Record. — 26 Geo. III. c. 41.

21. If any Action ſhall be commenced againſt any Perſon, for any thing done in Purſuance of this Act, the Defendant may plead the General Iſſue, &c. and if the Plaintiff ſhall be non-ſuited, &c. the Defendant to recover Treble Coſts. — 26 Geo. III. c. 41.

22. If any Perſon, to whom any Apprentice ſhall be indentured, ſhall permit ſuch Apprentice to quit his Service before the Expiration of the Term for which he ſhall be bound, ſuch Perſon ſhall forfeit 50*l.* to be recovered by Actions, &c. in — 29 Geo. III. c. 53.

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any Courts of Record: But any Apprentice may be legally diſcharged before a Juſtice of the Peace, or turned over from one Perſon to another concerned in Fiſheries, to ſerve the Remainder of his Time.

23. No Bounty ſhall be paid unleſs there ſhall be inſerted in the Indenture of each Apprentice the Name of the Ship on board of which ſuch Apprentice is bound to ſerve. — 29 Geo. III. c. 53.

24. Whale Fins, Oil or Blubber of Whales, Seal Oil or Seal Skins, or any other Produce of Seals, or other Fiſh or Creatures living in the Sea, taken in any Part of the Ocean by Britiſh Subjects, uſually reſiding in Great Britain or Ireland, or in the Iſlands of Guernſey, Jerſey, Alderney, Sark or Man, in Ships built in either of the ſaid Kingdoms or Iſlands, owned and regiſtered according to Law, (although the Ships in which the ſame ſhall be brought may not be fitted out and qualified as required in the Greenland Fiſhery to entitle the Owners to the Bounty) may be imported without paying any Duty, provided Proof be made that the ſaid Articles were caught and taken by the Crew of the Veſſel in which imported, by Oath of the Maſter, and provided a Log-Book ſhall be kept on board ſuch Ship, in which the Situations and Occurrences reſpecting ſuch Ship, during the Voyage, ſhall be inſerted, and particularly the Times when in Sight of Land, diſtinguiſhing what Land, and the Bearings and ſuppoſed Diſtances, and the Soundings, and the Time when, and the Latitude, in which any Whale ſhall have been killed or taken; which Log-Book ſhall be delivered by the Maſter, at the Time of his making his Report to the Collector of the Cuſtoms — 32 Geo. III. c. 22.

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at the Port of Arrival, for his Inſpection and Examination; and the Maſter, with the Mate, ſhall verify, on Oath, the Contents of ſuch Log-Book before the Collector.

25. No Harpooner, Line Manager, or Boat-Steerer, who belongs to any Ship in the Greenland Fiſhery Trade, although not fitted out for the Bounty, and whoſe Name (diſtinguiſhing the Capacity in which he is to act) ſhall be inſerted in a Liſt, which is to be delivered, upon Oath, by the Owner, to the Collector of the Cuſtoms at the Port of Clearing, ſhall be impreſſed, and any ſuch Harpooner, &c. may, during the Time of the Year that he is not employed in the ſaid Fiſhery, ſail in the Colliery or Coaſting Trade, upon giving Security, to the Satisfaction of the Commiſſioners of the Cuſtoms, that he will proceed upon the ſaid Fiſhery the next Seaſon; and every Seaman or common Mariner who ſhall be entered to ſerve on board ſuch Ship, and whoſe Name ſhall be inſerted in a Liſt aforeſaid, and who ſhall have given ſuch Security, ſhall be privileged from being impreſſed until the Voyage home ſhall be complete: But not to protect any greater Number than Six Harpooners, Six Line Managers and Six Boat-Steerers, and Eighteen Seamen or common Mariners belonging to Ships of 400 Tons Burthen, and ſo on in Proportion. 32 Geo. III. c. 22.

26. No Boat, commonly called a Whale-Boat, belonging to any Ship in the Fiſhery, ſhall be liable to Seizure on Account of her Built, provided, on the Return of the Ship from the Fiſheries, ſuch Boat ſhall be laid up by the Owner in ſuch Place as ſhall be approved of by the Principal Officer of the Cuſtoms, and ſhall not 32 Geo. III. c. 22.

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be employed in any Way but in the Fiſheries.

27. In caſe the Time for which any Apprentice ſhall have been indentured to ſerve ſhall expire during the Voyage, ſuch Apprentice ſhall be accounted as an Apprentice for the whole Voyage, and be muſtered accordingly. — 32 Geo. III. c. 22.

28. No Perſon ſhall be deemed a legal Apprentice in the ſaid Fiſhery except ſuch who have become bound previous to the paſſing of this Act, unleſs he ſhall be a Subject of His Majeſty. — 32 Geo. III. c. 22.

29. Any Ship which is not provided with the full Complement of Men, purſuant to the 26th and 32d Geo. III. at the Port from whence ſuch Ship ſhall be fitted and cleared out, may proceed from thence to any of the Ports in the Forth of Clyde, or in Lough Ryan, or to Lerwick in the Iſle of Shetland, or to Kirkwall in the Orkneys, and complete the Number of Men there, provided the Number wanted doth not exceed Three common Men for every Fifty Tons Burthen of ſuch Ship; and on her Return from the Fiſhery ſuch Men may be ſet on Shore at any of the Ports in the Forth of Clyde, or in Lough Ryan, or at Lerwick, or Kirkwall; and upon the Maſter or Owners of ſuch Ship producing to the proper Officer of the Cuſtoms, at the Port on his Arrival in Great Britain, a Certificate under the Hand of the Collector and Comptroller of the Cuſtoms at any of the Ports aforeſaid, as the Caſe may be, certifying the Number and the Names of the Men that were on board ſuch Ship at the Time of her Arrival, at any of the ſaid Ports, together with the Number and Names of the Men ſo taken on board ſuch Ship at any of the ſaid Ports, and the Number and Names of — 34 Geo. III. c. 22.

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the Men that were landed and ſet on Shore there upon the Return of ſuch Ship from the Fiſhery; and the Maſter and Mate of ſuch Ship making Oath, before the Collector and Comptroller at the Port of their Arrival in Great Britain, that the Men ſo taken on board proceeded from thence on the ſaid Fiſhing, and continued on board during the Time ſuch Ship was employed in that Buſineſs, the Maſter and Owners ſhall be entitled to the Bounty granted, in the ſame Manner as they would have been entitled thereto in caſe the full Complement of Men had been taken on board at the Port from whence ſuch Ship was fitted and cleared out, and had returned on board ſuch Ship to ſuch Port in Great Britain, provided all the other Reſtrictions directed by the ſaid Acts have been duly performed.

30. If any Perſon being a Subject or Inhabitant of the United Provinces, who has been employed in carrying on the Fiſhery, or in building Veſſels, or in cutting Whalebone, ſhall come into this Kingdom with Intent to reſide therein, and ſhall go before ſome Juſtice of the Peace, Sheriff, Depute or Subſtitute, or principal Magiſtrate of ſome City or Town of this Kingdom, or before the principal Officer of the Cuſtoms in ſome Port of this Kingdom, and ſhall take the Oath of Allegiance to His Majeſty, and ſhall obtain a Certificate of his having taken ſuch Oath, for which Oath and Certificate no greater Fee than Two Shillings ſhall be paid; and if ſuch Perſon ſhall produce or tranſmit ſuch Certificate to the Commiſſioners of the Cuſtoms, and ſhall make it appear to their Satisfaction, by Oath or Examination before them, or before Perſons duly authorized by them, that he is a Subject or Inhabitant

of the ſaid United Provinces, and had been employed in the Fiſhery, or in building Veſſels for the ſaid Fiſhery, and that he hath come into this Kingdom with Intent to reſide therein, and to carry on the Fiſhery, it ſhall be lawful for the ſaid Commiſſioners to grant to ſuch Perſon a Certificate thereof, and ſuch Perſon ſhall be forthwith entitled to enter, for Importation, Duty free, and afterwards to re-export, any Cargo of Fiſh, or the Produce thereof, caught in the Fiſhery, which he may then have brought into the Ports of this Kingdom, and ſhall from thenceforth be authorized to carry on, from the ſaid Ports, the Fiſhery, or to exerciſe in any Place therein any of the ſaid Trades or Employments, and to import and export ſuch Fiſh or Oil, or other Produce thereof, into or from any Ports of this Kingdom, in the ſame Manner and with the ſame Advantages as any Britiſh Subject; and ſuch Perſons ſhall thereupon be entitled to become the Maſter or Mariner of any Britiſh Ship employed in carrying on the ſaid Fiſhery. 35 Geo. III. c. 56.

31. If any Perſon qualified, being the Owner, in Whole or in Part, of any Ship, and heretofore employed in the Fiſhery, has brought or ſhall bring any ſuch Veſſel into any of the Ports of this Kingdom, and ſhall prove, in the Manner directed by 26 Geo. III. c. 60. having taken the Oath hereunto annexed inſtead of the Oath required by the ſaid Act, that he is the ſole Owner, or that he and ſome other Perſon, being Subjects or Inhabitants of the ſaid United Provinces, who ſhall have come to this Kingdom, and have proved the ſame in Manner before directed, or ſome Britiſh Subject, are the Owners of ſuch Ship, it ſhall be lawful for His Ma- 35 Geo. III. c. 56.

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jeſty, with the Advice of his Privy Council, to order ſuch Ship ſo owned to be regiſtered, and to have a Certificate thereof, and ſuch Ship ſhall, by virtue thereof, become entitled to the Privileges of a Britiſh-built Ship, under the Regulations hereinafter mentioned.

32. During ſuch Time as the Owner of ſuch Ship ſhall continue to be reſident within this Kingdom ſuch Ship may carry on the Fiſhery, and import and export into and from this Kingdom, and carry to the Port of any Country in Europe, the Fiſh caught in the Fiſhery, and the Oil and other Produce thereof, and ſuch Ship ſhall be entitled to the ſame Advantages as any Britiſh-built Ship or Veſſel employed in the Fiſhery; and every ſuch Ship may import from any ſuch Foreign European Port, in Return for ſuch Fiſh, Oil or Produce, any Articles which any Britiſh-built Ship may by Law import from thence, ſubject to the ſame Duties, Regulations, Penalties and Forfeitures as any Britiſh-built Ship employed in the like Trade; provided that every ſuch Ship ſhall be manned with the Number required by Law, either of Britiſh Seamen, or of Subjects or Inhabitants of the ſaid United Provinces, who have come to and continue to reſide within this Kingdom, and have qualified themſelves in Manner before directed. 35 Geo. III. c. 56.

33. Any Perſon ſo qualified ſhall be entitled to purchaſe, or take by Deſcent, and hold, any Eſtate in Lands, Tenements or Hereditaments, (not exceeding One Hundred Acres) in the ſame Manner as any natural-born Subject of this Kingdom may now do. 35 Geo. III. c. 56.

34. Such

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34. Such Perſon, qualified in Manner before mentioned, may import all ſuch Ships, Tackle and Furniture, all Articles employed in ſuch Fiſheries, and alſo all Houſehold Goods and Wearing Apparel, without Payment of any Duty, provided it ſhall be made appear, to the Satisfaction of the Commiſſioners of the Cuſtoms, that ſuch Articles are not imported by Way of Merchandize.	35 Geo. III. c. 56.
35. The Oath before directed to be taken ſhall be in the Form following, as far as the ſame is applicable. *See the Oath under the Head of Britiſh Fiſhery. No.* 66.	35 Geo. III. c. 56.

SOUTHERN WHALE FISHERY.

1. THE 26th Geo. III. c. 50, and 28th Geo. III. c. 20, and alſo every Act and Part of an Act repealed by the ſaid Acts, ſhall be repealed, except as far as regards Ships, which have been or may be fitted and cleared out on the Fiſhery before November, 1795. — 35 Geo. III. c. 92.

2. The Premiums hereinafter mentioned ſhall be paid for Three Years, from January 1796, to Twenty-eight Ships employed in the Fiſhery, viz. every Ship ſhall appear, by her Regiſter, to be Britiſh-built, and ſhall be fitted and cleared out from ſome Port of Great Britain or Ireland, Jerſey, Guernſey or Man, and ſhall be wholly owned by His Majeſty's Subjects, uſually reſiding in the Dominions aforeſaid. — 35 Geo. III. c. 92.

3. For Fifteen of ſuch Ships which ſhall be ſo fitted and cleared out between the 1ſt of January and 31ſt of December in 1796, and between 1ſt of January and 31ſt of December in each ſucceeding Year, and ſhall have ſailed to the Southward of the Equator, and ſhall there have bonâ fide carried on the Fiſhery, and ſhall have returned before the 1ſt of December in the Year ſubſequent to that in which they cleared out, to ſome Port of Great Britain, there ſhall be allowed 300*l.* to each of the Five Ships which ſhall ſo ſail, and firſt arrive within the Times herein before mentioned with the greateſt Quantity of Oil or Head Matter taken together, being not leſs on the Whole than Twenty Tons on each of ſuch Ships, and being the Produce of — 35 Geo. III. c. 92.

Whales and other Creatures living in the Seas, taken and killed by the Crews of every ſuch Ship; and 200*l.* to each of the Five Ships which ſhall in like Manner ſail, and firſt arrive with the next greateſt Quantity of Oil or Head Matter taken together, being not leſs in the Whole than Twenty Tons, and being the Produce of Whales or other Creatures living in the Seas, taken as aforeſaid; and 100*l.* to each of the Five Ships which ſhall in like Manner ſail, and firſt arrive with the next greateſt Quantity of ſuch Oil or Head Matter taken together, being not leſs in the Whole than Twenty Tons, and being the Produce of any Whales or other Creatures living in the Seas, taken as aforeſaid.

4. For Five other ſuch Ships, which ſhall be fitted and cleared out, and ſhall ſail within the Times beforementioned, and proceed to the Southward of the 36th Degree of South Latitude, and there *bona fide* carry on the Fiſhery, and ſhall not return till after the Expiration of Fourteen Callender Months from the Day on which they cleared out, but before 31ſt December in the Second Year after clearing, to ſome Port in Great Britain, there ſhall be allowed 400*l.* to each of ſuch Ships which ſhall ſo ſail and arrive within the Times before laſt mentioned, with the greateſt Quantity of Oil and Head Matter taken together, being not leſs in the Whole than Twenty Tons, and being the Produce of any Whales or other Creatures living in the Seas, taken and killed by the Crew of ſuch Ship. 35 Geo. III. c. 92.

5. For Eight other of ſuch Ships, which ſhall be fitted and cleared out, and ſhall ſail within the Times before mentioned, and ſhall double Cape Horn, or paſs through the Streights of Magellan into the South

South Seas, and carry on the Fiſhery during the Space of Four Months, to the Weſtward of Cape Horn, in thoſe Seas, and ſhall not return to ſome Port in Great Britain till after the Expiration of Sixteen Callender Months, from the Day on which they cleared out, but before the 31ſt December in the Second Year after clearing, there ſhall be allowed 600*l.* to any One of ſuch laſt mentioned Ships, which ſhall ſo ſail and arrive within the Times laſt mentioned, with the greateſt Quantity of Oil and Head Matter, taken together, being not leſs in the Whole than Thirty Tons, and being the Produce of Whales or other Creatures living in the Seas, and taken and killed by the Crew of ſuch Ship in the ſaid Voyage, either Outwards or Homewards, and 500*l.* to each Seven of ſuch Ships laſt mentioned, which ſhall ſo ſail and arrive within the Times before mentioned, with the next greateſt Quantity of Oil or Head Matter, taken together, being not leſs in the Whole than Thirty Tons, and being the Produce of Whales, or other Creatures living in the Seas, and taken and killed by the Crew of ſuch Ship, in the Voyage Outward or Homeward. } 35 Geo. III. c. 92.

6. The Owner of any Ship ſhall not be obliged to clear out, ſpecially for the Latitudes ſpecified in this Act, but ſhall be entitled to the Premiums, on complying with all the other Regulations. } 35 Geo. III. c. 92.

7. Every Ship ſhall be navigated by Perſons, of whom the Maſter, and at leaſt Three-fourths of the Mariners are His Majeſty's Subjects, uſually reſiding in Great Britain, Ireland, Guernſey, Jerſey, or Man; or if ſuch Ship ſhall clear out from any Port of Great Britain, then that ſuch Ship may be navigated by Per-

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ſons being Proteſtants, and who not being Subjects of His Majeſty, have been heretofore employed in carrying on the Fiſhery, and who ſhall, at the Time of clearing out of every Ship on board of which they ſhall ſerve, take the Oath of Allegiance to His Majeſty; and alſo ſhall make Oath before Two or more of the principal Officers of the Cuſtoms, of which the Collector is to be One, at the Port where ſuch Ship ſhall clear, if it is their firſt Voyage from any Port of Great Britain, that they have already eſtabliſhed, or that it is their Intention to eſtabliſh themſelves and their Families in Great Britain, as Inhabitants thereof, and Subjects of His Majeſty, and if it ſhall be their Second or ſubſequent Voyage, that they have actually eſtabliſhed themſelves and their Families in Great Britain, and have taken the Oath of Allegiance to His Majeſty. } 35 Geo. III. c. 92.

8. No Premium granted by this Act ſhall be paid on Account of any Ship employed in the Fiſhery, unleſs ſuch Ship ſhall have on board an Apprentice indentured for Three Years, for every Fifty Tons Burthen of ſuch Ship; every ſuch Apprentice not exceeding the Age of Eighteen Years, nor being under Fourteen Years, at the Time he ſhall be indentured; and having proceeded on, and continued the Whole of the Voyage out and Home, for which any Premium ſhall be claimed, unleſs ſuch Apprentice died or deſerted in the Courſe of the Voyage, which ſhall be verified by the Oath of the Maſter, the Mate, and Two of the Mariners, unleſs by Reaſon of ſome unavoidable Accident, Proof whereof ſhall be made to the Satisfaction of the Officers of the Cuſtoms, Two Mariners cannot be procured, and then by the Oath of the } 35 Geo. III. c. 92.

Maſter

Maſter and Mate, taken before Two or more of the principal Officers of the Cuſtoms, at the Port to which ſuch Ship ſhall return, (of which the Collector is to be One) and in Confirmation thereof, the proper Officers of the Cuſtoms belonging to the Port to which ſuch Ship returns, ſhall muſter the Crew, and having ſatisfied themſelves therein, ſhall certify the ſame to the Commiſſioners.

9. If the Maſter of any Ship, or any other Perſon to whom any Apprentice ſhall be indentured, ſhall permit ſuch Apprentice to quit his Service, on any Pretence, before the Expiration of the Term for which he ſhall be bound, ſuch Maſter, &c. ſhall forfeit, for each Offence, 50*l.* to be recovered by Action of Debt, &c. in any Courts of Record, in which no Wager of Law, no Eſſoin, nor any more than One Imparlance ſhall be allowed; but not to extend to inflict the Penalty in any Caſe where an Apprentice ſhall be legally diſcharged before a Juſtice of the Peace, or turned over from One Perſon to another Perſon, concerned in the Fiſheries, to ſerve the Remainder of his Time, provided that no Bounty ſhall be allowed by this Act, in any Caſe, unleſs there be inſerted in the Indenture of each Apprentice, the Name of the Ship on board of which ſuch Apprentice is bound to ſerve. 35 Geo. III. c. 92.

10. In Caſe the Time for which any Apprentice ſhall be indentured to ſerve, ſhall expire during the Voyage, ſuch Apprentice ſhall be accounted as an Apprentice for the Whole Voyage, and ſhall, on the Ship's Return, be muſtered accordingly. 35 Geo. III. c. 92.

11. No Premium ſhall be allowed, unleſs a Log Book ſhall have been regularly

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kept on board ſuch Ship, in which the various Situations and Occurrences reſpecting ſuch Ship, during the Whole Voyage, ſhall be inſerted every Day, and particularly the Times when in Sight of Land, diſtinguiſhing what Land, and the Bearings thereof, and the ſuppoſed Diſtances therefrom, and the Soundings, and the Time when, and the Latitude in which any Whale or other Creature ſhall have been killed by the Crew, which Log Book ſhall be delivered by the Maſter, or Perſon taking Charge of ſuch Ship, at the Time of his making a Report to the Collector of the Cuſtoms where ſuch Ship ſhall arrive, on her Return from the Fiſhery, for his Inſpection and Examination; and the Maſter, or other Perſon taking the Charge of ſuch Ship, together with the Mate, ſhall verify on Oath the Contents of ſuch Log Book, before ſuch Collector. } 35 Geo. III. c. 92.

12. In Caſe any ſuch Ship ſhall, in the Courſe of her Voyage, meet with any of His Majeſty's Ships of War, the Maſter, or other Perſon having the Charge of her, ſhall produce to the Captain or other Officer commanding ſuch Ship of War, the Log Book, and ſuch Captain or Commanding Officer ſhall make a Memorandum in ſuch Log Book, of the Day on which it was produced to him, and ſubſcribe his Name to ſuch Memorandum, and alſo make an Entry in the Log Book of the ſaid Ship of War, of the Name and Deſcription of the Ship, on board of which the Log Book produced was kept; and in Caſe ſuch Ship, on board of which a Log Book is to be kept, ſhall put into any Foreign Port, where there is a Britiſh Conſul, or Chief Britiſh Officer, the Maſter, or Perſon having the Charge of ſuch } 35 Geo. III. c. 92.

Ship,

Ship, ſhall produce ſuch Log Book to ſuch Britiſh Conſul, or other Chief Britiſh Officer, who is alſo to make a Memorandum therein, of the Day on which it was produced, and in like Manner ſubſcribe the ſame.

13. The Maſter, Mate, and Two of the Mariners belonging to every Ship, unleſs by Reaſon of ſome unavoidable Accident, Proof whereof ſhall be made to the Satisfaction of the Officers of the Cuſtoms, Two Mariners cannot be procured, and then the Maſter and Mate ſhall, upon the Importation of any Oil or Head Matter, as being taken on the Fiſhery, declare upon Oath, before Two or more of the principal Officers of the Cuſtoms, at the Ports of Arrival, of which the Collector ſhall be One, from what Port, and the Time when ſuch Ship cleared out, and that all ſuch Oil or Head Matter imported, is the Produce of Whales or other Creatures living in the Seas, *bonâ fide* taken and killed by the Crew of ſuch Ship only, at the Times, and in the Latitudes mentioned in the Log Book. 35 Geo. III. c. 92.

14. In caſe the Maſter, or other Perſon having the Charge of any Ship, fitted out for the Purpoſe of obtaining the Premiums, ſhall knowingly receive, or permit to be received on board ſuch Ship, for the Purpoſe of obtaining any of the Premiums, any Oil, Head Matter, or other Produce of Whales, or other Creatures living in the Seas, which ſhall not have been *bonâ fide* caught and taken by the Crew of ſuch Ship only, ſuch Maſter or other Perſon ſhall forfeit 500*l.* One Moiety to the Perſon diſcovering the ſame, provided ſuch Perſon ſhall give Information of the Offence within One Month after ſuch Maſter or other Perſon ſhall have reported his

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Ship at the Cuſtom Houſe; which Maſter or other Perſon is required to make ſuch Report in the uſual Time, and in the Manner in which all Trading Ships are reported, before the proper Officers of the Cuſtoms; and the Owner of ſuch Ship ſhall, in caſe, at the Time ſuch Information ſhall be given, any Sum ſhall be due from him to ſuch Maſter, or other Perſon, detain ſuch Sum, and pay the ſame (towards diſcharging the ſaid Penalty) to the Collector or principal Officer of the Cuſtoms, at the Port to which ſuch Ship ſhall return; and if ſuch Owner ſhall pay any Sum to, or otherwiſe account for ſuch Sum with any Maſter or other Perſon taking the Charge of any Ship, before the Expiration of One Month after the Report, and if ſuch Maſter or other Perſon ſhall be liable to the Penalty, ſuch Owner ſhall make good ſuch Sum, ſo paid or accounted for, and ſhall pay the ſame, towards diſcharging the Penalty, into the Hands of the Collector, or principal Officer of the Cuſtoms, as before directed. } 35 Geo. III. c. 92.

15. In caſe any Whale, or Creature living in the Seas, ſhall be caught in any Part of the Ocean, to the Northward of the Equator, by the Crew of any of the Fifteen Ships to the Northward of the 36th Degree of South Latitude, by the Crew of the Five to which other Premiums are given, or in any Part of the Atlantic Ocean, by the Crew of the Eight Ships going round Cape Horn, on the Voyage out or Return Home, the Oil or Head Matter produced ſhall be conſidered to be Part of the Quantity of Oil and Head Matter required to be taken, and imported to entitle the Owner of ſome of the Premiums, provided it ſhall appear by the Log Book, that ſuch Ship hath actually } 35 Geo. III. c. 92.

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ſailed beyond, and been *bonâ fide* employed in the Fiſhery, either to the Southward of the Equator, or to the Southward of 36 Degrees of South Latitude, or during the Space of Four Months, to the Weſtward of Cape Horn.

16. In caſe the ſeveral Regulations preſcribed by this Act ſhall have been obſerved, the Commiſſioners of the Cuſtoms, in England, or any Four of them, and in Scotland, or any Three or more of them, are to order the Receiver General to pay out of any Money in his Hands ariſing by Duties under their Management, the Premiums before granted. 35 Geo. III. c. 92.

17. No Premium for any Ship cleared ſince 1ſt November, 1795, ſhall be paid, unleſs claimed in Two Months from the Time of the Crew being muſtered inwards, by the proper Officer; and ſuch Claim ſhall be made in Writing, by Application from the Owner of every Ship to the Commiſſioners of the Cuſtoms; and unleſs it ſhall, within One Month after making the Claim, be made appear, that the Requiſites of Law have been complied with. 35 Geo. III c. 92.

18. Any Ship employed in the Fiſhery may ſail to the Eaſtward of the Cape of Good Hope, and to the Weſtward of Cape Horn, or through the Streights of Magellan. 35 Geo. III. c. 92.

19. Any Ship ſailing to the Eaſtward of the Cape of Good Hope, ſhall not paſs to the Northward of the Equator, nor make more than 51 Degrees of Eaſt Longitude from London; and any Ship ſailing to the Weſtward of Cape Horn, or through the Streights of Magellan, ſhall not, either to the Northward or Southward of the Equator, make more than 150 Degrees of Weſt Longitude from London. 35 Geo. III. c. 92.

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20. Every Ship intending to ſail to the Eaſtward of the Cape of Good Hope, or the Weſtward of Cape Horn, or through the Streights of Magellan, ſhall take a Licence for each Voyage, from the Eaſt India Company, in the Name and under the Seal of the Company, ſpecifying which of the Voyages ſuch Ships ſhall be licenced to perform, and ſuch Licence ſhall be valid only for the Voyage expreſſed, and the Court of Directors ſhall not be required to grant any Licence to more than Ten Ships One Year, or grant any Licence to any Ship to ſail to the Eaſtward of the Cape of Good Hope, unleſs the Perſon applying for ſuch Licence ſhall deliver to the Court of Directors, a Manifeſt or Certificate, under the Hand of the Collector, Comptroller, or other Chief Officer of the Cuſtoms, belonging to the Port from whence ſuch Ship is intended to clear out, verified by the Oath of the Owner, or the Maſter of ſuch Ship, taken before any Magiſtrate or Perſon authorized to take Affidavits, ſpecifying the Names and Places of Abode of the Owners and Maſter of the Ship; and alſo the Species, Quantity, Quality, and Value of all Goods then on board Ship, and of all Goods (if any) intended to be taken on board, before her Departure outwards; and alſo, unleſs it ſhall, by ſuch Manifeſt or Certificate, appear that no Goods whatever (except the Stores of ſuch Ship, and the Tackle, Materials, and Things neceſſary for the Voyage) are taken or intended to be taken on board ſuch Ship. } 35 Geo. III. c. 92.

21. The Eaſt India Company ſhall not be required to grant any Licence for any Ship to ſail within the Limits of their Trade, round the Cape of Good Hope, until the Owners, or the major Part, ſhall

have

have entered into Bond to the Company, in 2,000*l.* with Condition for Payment of 1,000*l.* as a Forfeiture to the Company, in caſe any Goods, (other than the Stores, Materials, and other Things neceſſary for the Purpoſe of the Voyage) ſhall be taken into ſuch Ship, upon her outward Voyage, or in caſe ſuch Ship ſhall have taken on board, in any Part of the Voyage Homeward, before her Arrival in Great Britain, any Goods of the Growth, Produce, or Manufacture of the Eaſt Indies, or any Iſlands, Ports, &c. or Places between the Cape of Good Hope, and the Streights of Magellan, to the Value of 100*l.* or upwards, computing the ſame according to the Value in England, except ſuch Proviſions, Stores, or Cloathing, as it may, during the Voyage, have become neceſſary for the Ship's Crew to take on board for the ſole Uſe of the Crew. 35 Geo. III. c. 92.

22. If any Ship to be employed in the Fiſhery, to the Eaſtward of the Cape of Good Hope, or the Weſtward of Cape Horn, ſhall proceed beyond the Limits before ſpecified, unleſs driven beyond the ſame by Streſs of Weather, or other inevitable Accident, or being ſo driven ſhall not return back within the Limits, with as much convenient Speed, as the Safety of the Ship, or other Circumſtance will admit; or if any Ship ſhall depart from any Place, without having firſt obtained ſuch Licence, and ſhall go or be found beyond the Cape of Good Hope, or beyond the Streights of Magellan, or any other Place within the Limits of the Company's excluſive Trade; or if any Ship being ſo licenced, ſhall have, or take on board, before her Return, any Manufactures, Goods, or Merchandizes, other than ſuch as ſhall have been ſpecified in ſuch Manifeſt or Certificate, 35 Geo. III. c. 92.

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Certificate, and other than the Oil, Head Matter, or Bone of Whales, or other Creatures caught or taken on the Fiſhery; every ſuch Ship, and the Goods, &c. and the Owner, Maſter, and Crew, ſhall be ſubject to the Regulations, Penalties, and Forfeitures by any Act, upon any Perſon or Ship's Goods, and Effects, who ſhall trade or be found within the Limits of the ſaid Company's Trade, without Licence, and the Offenders proſecuted, and the Penalties and Forfeitures recovered in any Court in Great Britain, or in the Eaſt Indies, wherein Suits may be brought for Offences committed againſt the ſaid Acts.

23. In caſe any thing ſhall be done by any Ship licenced, or by the Owners, Maſter, or Crew thereof, reſpecting the Rights of the ſaid Company, contrary to this Act, the Owner ſhall not afterwards be entitled to any future Licence for the ſame or any other Ship. 35 Geo. III. c. 92.

24. In Caſe any Veſſel to be licenced, ſhall touch at St. Helena, or be found within the Limits before deſcribed, the Governor of St. Helena, the Commander of any Ship, in the Service of the Company, or any Perſon authorized by them, or any Agent, ſpecially authorized for that Purpoſe by the Company, and reſiding at any Place within the Limits before deſcribed, may ſearch ſuch licenced Ship, to ſee if any Goods ſhall be on board contrary to this Act; and in caſe any ſuch Goods ſhall be found on board the ſame, ſhall be forfeited to the Company, and the Owner and Maſter of the Ship ſhall be liable to all other Penalties and Forfeitures, for trading contrary to the Company's Charters; and the Company, and the Perſons aforeſaid, on their Behalf, 35 Geo. III. c. 92.

may

may ſeize ſuch Goods, and ſend them Home to the Company, or ſell and diſpoſe thereof, to the Uſe of the Company, as they ſhall think fit.

25. Within Thirty Days after the Return of any Ship, from a Fiſhing Voyage to the Eaſtward of the Cape of Good Hope, the Maſter of ſuch Ship ſhall cauſe to be delivered to the Secretary of the Company, for the Uſe of the Court of Directors, a Certificate under the Hand of the Collector, or Comptroller, or other Chief Officer of the Cuſtoms, belonging to the Place where the Ship ſhall arrive, verified by the Oath of the Maſter, taken before and atteſted by any Perſon authorized to take Affidavits, that no Goods of the Growth, Produce, or Manufacture of any Place in the Eaſt Indies, China, or elſewhere, between the Cape of Good Hope and the Streights of Magellan, except Oil, Head Matter, or Bone of Whales, or other Fiſh, Ambergris or Seal Skins, have been taken on board then, the Certificate ſhall ſpecify the Species, Quantity, Quality, and Value of ſuch Goods, and the Cauſe of taking the ſame on board, and the Owner not be entitled to any Bounty until ſuch Certificate ſhall have been delivered to the ſaid Secretary, and ſuch Delivery proved by a Production of his Receipt for the ſame. 35 Geo. III. c. 92.

26. Every Ship intending to navigate within, or frequent any Part of the Seas comprized in the Boundaries of the excluſive Trade of the South Sea Company, as deſcribed by 9th Ann, ſhall, before ſhe ſhall proceed on every Voyage, be obliged to take a Licence from the South Sea Company; and every Veſſel navigating ſuch Seas without Licence, ſhall be liable to ſuch Forfeitures and Penalties, as are created by the ſaid Act. 35 Geo. III. c. 92.

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27. It ſhall be lawful for the Ships which ſhall be fitted and cleared for the Purpoſe of doubling the Cape of Good Hope, or Cape Horn, or paſſing through the Streights of Magellan, not being of leſs than 200 Tons Burthen, to be properly furniſhed with Arms and Ammunition for Reſiſtance and Defence, provided the Owner of ſuch Ships, before clearing out, ſhall obtain a Licence from the Admiralty, authorizing the ſame. — 35 Geo. III. c. 92.

28. The Admiralty may grant ſuch Licence for arming in ſuch Caſes as ſhall ſeem fit and proper, provided that there ſhall have been exhibited a Certificate, under the Hands and Seals of the Commiſſioners of the Cuſtoms, (which Certificate they are to give) teſtifying that ſuch Ship is entered out for the Purpoſe of doubling the Cape of Good Hope, or Cape Horn, or paſſing through the Streights of Magellan, and provided that the Owner of ſuch Ship ſhall have entered into a Bond, with Two ſufficient Sureties, in 1,000*l.* with Condition, that ſuch Arms and Ammunition ſhall not be uſed for any unlawful Purpoſe, but merely for Reſiſtance and Defence in caſe of involuntary Hoſtility. — 35 Geo. III. c. 92.

29. No Ship to be entitled to more than One Premium for the ſame Seaſon. — 35 Geo. III. c. 92.

30. No Premium to be allowed, unleſs the Ship is viſited, and the Crew muſtered Inwards and Outwards. — 35 Geo. III. c. 92.

31. Nor any Premium to be paid, unleſs the Ship is regiſtered agreeably to 26 Geo. III. c. 60. — 35 Geo. III. c. 92.

32. Upon the Return of every Ship from the Fiſheries in which any Oil or Head Matter ſhall be imported for the Bounty, in caſe there ſhall be any Reaſon to ſuſpect that ſuch Oil or Head Matter

is

is mixed with Waters, or any other Material, in order to increaſe the Quantity thereof, the Collector or other principal Officer of the Cuſtoms, is to nominate and appoint One or more ſkilful Perſons, (as the Caſe may require) to examine ſuch Oil or Head Matter for the Purpoſe of aſcertaining whether it has been mixed with any Waters, or any other Material, &c. Oil and Head Matter, whereby the Quantity is encreaſed, and if it ſhall appear that there has been mixed with ſuch Oil or Head Matter, any Water, or any other Material, whereby the Quantity in encreaſed, the Owner ſhall not be entitled to any of the Premiums granted by this Act; and over the Loſs of the Premium ſuch Oil or Head Matter, ſo mixed, ſhall be forfeited, and may be ſeized by any Officer of the Cuſtoms; and if any Diſpute ſhall ariſe, whether there hath been mixed with ſuch Oil or Head Matter, any Water or any other Material, the Proof thereof ſhall lie on the Owner or Perſon claiming the Bounty, and not on the Officer who ſhall ſeize the ſame. } 35 Geo. III. c. 92.

33. Before any of the Premiums ſhall be paid, the exact Quantity of Oil and Head Matter, taken together, ſhall be only aſcertained by the proper Officer of the Cuſtoms, and ſuch Quantity ſhall be certified by them to the Commiſſioners of Cuſtoms. } 35 Geo. III. c. 92.

34. No Harpooner, Line Manager, or Boat Steerer, belonging to any Ship fitted out in the Fiſhery, ſhall be impreſſed, ſo long as he ſhall belong to, and be employed in any Ship belonging to the Fiſhery. } 35 Geo. III. c. 92.

35. No Boat, commonly called a Whale Boat, belonging to any Ship in the Fiſhery, ſhall be liable to Seizure, on account of her Built, provided, that, on the

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Return of the Ship from the Fiſheries, ſuch Boat ſhall be laid by the Owner in ſuch Place as ſhall be approved of by the principal Officer of the Cuſtoms, and ſhall not be employed in any Way but in the Fiſheries. } 35 Geo. III. c. 92.

36. If Perſons, not exceeding Forty Families, and not being Subjects of His Majeſty, who have been heretofore employed in carrying on the Fiſhery, and being the Owners of any Ship, and intending to reſide with their Families in this Kingdom, for the Purpoſe of continuing to carry on ſuch Fiſhery, ſhall, on or before the 31ſt of December, 1798, come into the Port of Milford, with their Families, and bring any Ship, built before the 1ſt of June, 1786, to Great Britain, the Number of ſuch Ship not exceeding Twenty, built before the 1ſt of January, 1795, manned with any Number of Seamen or Fiſhermen not leſs than Twelve, having been heretofore employed in the Fiſhery, and it ſhall be made appear to the Satisfaction of the Commiſſioners of the Cuſtoms, by the Oaths of ſuch Owners and by other Means, that they have carried on the Fiſhery Three Years before their Arrival, and that they, with their Families, are then reſident in Great Britain, and that Twelve ſuch Seamen or Fiſhermen, at the leaſt, are brought into Great Britain in ſuch Ship, and the ſame ſhall be certified by the Commiſſioners to His Majeſty; it ſhall be lawful for His Majeſty, with the Advice of his Privy Council, to allow the Cargoes of Oil, &c. to be admitted to Entry, on Payment of the ſame Duty, as Oil, &c. of Britiſh Fiſhing, and to allow any Goods and Stock neceſſary to their Whaling Outfit to be admitted Duty free; the Owners of Ships allowed to enter } 35 Geo. III. c. 92.

Oil,

Oil, as of Britiſh taking, to give Bond to the Commiſſioners of the Cuſtoms, to the Amount of the Difference between the Two Duties, that they will reſide Three Years in Great Britain, and not be abſent without Leave of His Majeſty, except on a Fiſhing Voyage.

37. If any Perſon, not being a Subject of His Majeſty, and being the Owner of any Ship ſo admitted to Entry, ſhall fit out the Ship for a Whaling Voyage from the Port of Milford, and ſhall go before ſome Juſtice of the Peace for the County of Pembroke, or before the principal Officer of Cuſtoms in the New Port of Milford, and take the Oath of Allegiance to His Majeſty, and obtain a Certificate of his having taken ſuch Oath, which Oath and Certificate ſuch Juſtice of the Peace, and Officer of the Cuſtoms are to adminiſter and give, on Payment of Two Shillings; it ſhall be lawful for His Majeſty, with the Advice of his Privy Council, to order ſuch Ship to be regiſtered in the ſame Manner as any Britiſh Ship, and ſuch Ship ſhall, during the Time that ſuch Owner ſhall continue to have his Reſidence, together with his Family, within this Kingdom, or during the Time that ſuch Ship ſhall be owned by any natural-born Subject of this Kingdom, and ſhall be regiſtered, enjoy the Privileges, and be entitled to all Bounties granted to any Britiſh Ship employed in the Whale Fiſhery, ſubject nevertheleſs to the ſame Regulations, Penalties, and Forfeitures; and ſuch Perſon ſhall enjoy the Rights and Advantages of natural-born Subjects of Great Britain, in like Manner, and ſubject to the like Diſabilities, as the ſame may be granted to Aliens by a ſpecial Act of Parliament: Provided that ſuch Owner, not being a 35 Geo. III. c. 92.

Subject of His Majesty, shall prove, in the Manner directed in the 26th Geo. III. c. 60. by taking the Oath hereinafter mentioned instead of the Oath required by the said Act, that he is sole Owner of such Ship, and shall also conform to all the other Regulations respecting Registry, contained in the said Act.

38. The Oath to be taken by the Owner of such Ship shall be in the Form and Manner following, as far the same is applicable, viz. 35 Geo. III. c. 92.

I *A. B.* of [Place of Residence and Occupation] do make Oath, [or do declare] that the Ship or Vessel [Name,] of [Port or Place,] whereof [Master's Name] is at present Master, being [Kind of Built, Burthen, &c. as described in the Certificate of the Surveying Officer,] was [when and where built, and when and where it came into this Kingdom;] and that I the said *A. B.* [or the other Owners Names, and Occupations, if any, and where they respectively reside, viz. Town, Place, Parish, and County, or if Member of, and resident in any Factory in Foreign Parts, or in any Foreign Town or City, being an Agent for a Partner in any House or Copartnership, actually carrying on Trade in Great Britain or Ireland, the Name of such Factory, Foreign Town or City, and the Names of such House or Copartnership,] am [or are] sole Owner, [or Owners] of the said Vessel, and that no other Person or Persons whatever hath or have any Right, Title, Interest, Share or Property, therein or thereto, and [if a British Subject] that I the said

A. B.

A. B. [and the ſaid other Owners, if any] am or was [or are or were] truly and *bonâ fide* a Subject [or Subjects] of Great Britain; and that I the ſaid *A. B.* have not [nor have any of the other Owners, to the beſt of my Knowledge and Belief] taken the Oath of Allegiance to any Foreign State whatever, [except under the Terms of ſome Capitulation, deſcribing the Particulars thereof;] or that ſince my taking [or his or their taking] the Oath of Allegiance to [naming the Foreign States reſpectively ro which he or any of the ſaid Owners ſhall have been Subject or Subjects,] and prior to the paſſing of an Act, in the Twenty-ſixth Year of the Reign of King George the Third, intituled, "An Act for the further "Increaſe and Encouragement of "Shipping and Navigation," I have [or he or they hath or have] become a Subject [or Subjects] of Great Britain, [either by His Majeſty's Letters Patent, as a Denizen or Denizens, or naturalized by Act of Parliament, as the Caſe may be, naming the Dates of the Letters of Denization or the Act or Acts of Parliament for Naturalization reſpectively,] or [as the Caſe may be] I have [or he or they hath or have] become a Denizen [or Denizens, or naturalized Subject or Subjects, as the Caſe may be] of Great Britain, by His Majeſty's Letters Patent, or by an Act of Parliament paſſed ſince the Firſt Day of January One thouſand ſeven hundred and eighty-ſix [naming the Times when ſuch Letters of Denization have been granted reſpectively, or the Year

35 Geo. III. c. 92.

or Years

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Years in which ſuch Act or Acts of Naturalization have paſſed reſpectively,] or [if not a Britiſh Subject] that I *A. B.* and the other Owners if any, being a Subject or Subjects of ſome Foreign State, [ſpecifying the State,] have come into and am [or are] now reſident in this Kingdom [deſcribing the Particulars thereof as to the Place and Date] and intend to reſide therein, and have taken the Oath, or being a Quaker have made a Declaration of Fidelity and Allegiance, to His Majeſty the King of Great Britain [deſcribing the Times when, the Place where, and before whom taken] and that no Foreigner, not having complied with the conditions abovementioned, directly or indirectly hath any Share, or Part or Intereſt in the ſaid Ship or Veſſel.

39. Perſons knowingly granting a falſe Certificate ſhall forfeit 500*l.* and be rendered incapable of ſerving His Majeſty in any Office. And Perſons counterfeiting any Certificate, making Uſe of any falſe Certificate, ſhall forfeit 500*l.* and ſuch Certificate ſhall be of no Effect. — 35 Geo. III. c. 92.

40. One Moiety of the Penalties and Forfeitures ſhall be to the Uſe of His Majeſty, and the other to ſuch Officer of the Cuſtoms as ſhall ſue for the ſame in any Court of Record. — 35 Geo. III. c. 92.

FINIS.